The Mining Journal
AND COMMERCIAL GAZETTE.

No. 123.—Vol. V.] LONDON: SATURDAY, DECEMBER 30, 1837. [Price 6d.

SHARES IN VALUABLE AND IMPROVING MINES, RAILWAYS, &c.

MR. C. WARTON's next Periodical SALE of the above description of property will take place at the Auction Mart, on Friday, the 19th of January, and will include SHARES IN SEVERAL IMPORTANT MINES of established consequence; also scrip shares in more recently incorporated Companies, which are rapidly rising in value; and shares in the London University, Trinity Harbour Company, Ulster Railway, and other public institutions.

Particulars are in course of preparation, and may be had eight days prior to the sale, at the Mart, and of Mr. C. Warton, Auctioneer and Agent for every description of Mining property, 38, Threadneedle-street.

N.B. Mr. Warton has parties willing to purchase shares, or parts of shares, in Tresavean and Hallan Beagle Mines.

GLAMORGANSHIRE.—To be LET on LEASE, and entered upon immediately, the VEINS of COAL, Stone Coal and Culm, under those Farms called Ynis-y-Geinon, Ynis-y-Ci, Penycraig, Penyrhiw, and Craig Forest, situated in the Parish of Killybebille, containing upwards of SEVEN HUNDRED ACRES. Two veins have been opened and worked by level. There is no coal-pit timber required, the roof being excellent. There is a railroad communicating with the Swansea Canal, which is distant about 400 yards from the colliery, and from thence to the seaport of Swansea is ten miles. The celebrated Covin vein of stone coal lies under the whole of this estate, and there is an engine erected over it, and a pit sunk thirty-five yards, being more than half the calculated distance from the vein.—For further particulars, and view of the sections and plans, apply to Mr. Thomas Thomas, Solicitor, Swansea.

SOUTH POLGOOTH TIN AND COPPER MINING COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders of this Company will be held at the Company's office, No. 20, Basinghall-street, London, on Thursday, the 18th day of January, 1838, at Twelve for One o'clock precisely. And also, that a SPECIAL GENERAL MEETING will be held, as above, at Two o'clock precisely, to take into consideration the present state of affairs of the Company generally, and particularly with reference to the 17th clause of the conditions endorsed on the certificates of shares.

Office, 20, Basinghall-street, Dec. 21. N. HAYDON, Secretary.

WEST WHEAL JEWEL MINING ASSOCIATION.—The Directors of the above Association do hereby give Notice, that the last day for PAYMENT of the Fourth Instalment of Ten Shillings per share, due on the 7th inst., will be the 7th of January next, and that all shares upon which the said Instalment shall remain unpaid after that day will be absolutely FORFEITED without further notice. Payment to be made at the office of the Association as under, or to the Western District Bank, Truro.

By order of the Board,

23, Threadneedle-street, Dec. 18. ROWLAND NICHOLSON, Sec.

WHEAL GILBERT TIN AND COPPER MINING COMPANY.—Notice is hereby given, that the SIXTH CALL of FIVE SHILLINGS per share is now made on the Scrip of the above Company, to be paid within Thirty days of the 24th of this present December, either to Messrs. John and Henry Hore, Copthall-court, Throgmorton-street, London, or to Mr. Henry Grylls, Redruth. Any shares not paid on, on or before the 23d of January next, will be redeemable any time within Sixty days after that date, by the payment of a FINE of Two Shillings and Sixpence per Scrip; but if the said Call and Fine be not paid within the Sixty days, such shares will be absolutely Forfeited.

By order of the Directors,

Redruth, Dec. 18. HENRY GRYLLS, Secretary.

WHERRY MINING COMPANY, Mount's-bay, Penzance, Cornwall.—Notice is hereby given, that the THIRD CALL of THIRTY SHILLINGS per share is now made on the scrip of the above Company, to be paid on or before the 19th day of December next, at the London and Westminster Bank, London; at the Commercial Bank of England, Manchester; or at the Bank of the Western District Banking Company, Penzance, where authority is given to endorse such call on the scrip.

Dated Wherry Mining Office Penzance, 27th November. RICHARD PEARCE, SAMUEL HIGGS, RICHARD MILLETT, } Directors.

*** Any scripholder who shall neglect to pay up his call on the above-named day, or within thirty days thereafter, will incur the absolute forfeiture of his or her shares.

THE CIVIL ENGINEER AND ARCHITECT'S JOURNAL is enlarged to double the size, and will contain Thirty-two pages quarto, closely printed, with numerous wood-cuts; price 1s. The January Number will contain a full description of the Designs for the New Reform Club House; Plans of the University Club House; Architectural Criticism, by Ralph Redivivus; full reports of the valuable papers and communications read before the Institute of Civil Engineers; Royal Institute of British Architects; The Architectural Society; Royal Academy, and Society of Arts; Reviews of Books; List of New Patents; Parliamentary Proceedings; Progress of Railways and Public Works, and numerous Professional Communications.

Published at 3, Crane-court, Fleet-street; to be had of H. Hooper, Pall-mall East, and Groombridge, Panyer-alley.—Orders received by all Booksellers and Newsmen.

On the 1st of January will be published, price Two Shillings, No. I. of Vol. II. (New Series) of

THE MAGAZINE OF NATURAL HISTORY,

Conducted by EDWARD CHARLESWORTH, F.G.S., &c.

Zoological Assistant Secretary to the Zoological Society; with Illustrations by James de Carle Sowerby, Esq.

The following communications will appear in the early Numbers:—Description of a new Species of Ray, found on the British Coast. By Jonathan Couch, F.L.S.—New Arrangement of the Sharks, including Descriptions of many new Forms. By Professor Müller, of Berlin, and Dr. Henle.—Revision of Cuvier's Genus Scyllium, including the new Sub-genera of Professor Müller, and Descriptions of many new Species from the Cape. By Dr. Andrew Smith, Superintendent of the late Exploring Expedition to Central Africa.—On the Discovery of a Specimen of the Argentine (Scopelus Humboldtii *Cur.*) in the Frith of Forth. By Dr. W. B. Clarke; with a Drawing taken from the Specimen, and some additional Remarks by Mr. Yarrell.—On the Botany in the Neighbourhood of Tring. By Richard Chambers, F.L.S., &c.—On some Peculiarities in the Skull of the Chetah, or Hunting Leopard. By William Martin, F.L.S., &c.—On the Discovery of some new Genera of Mammiferous Animals in the English Tertiary Deposits. By Edward Charlesworth, F.G.S., &c.—Monograph on the Family of Mutillidæ. By W. E. Shuckard, Vice-President of the Entomological Society.—Observations on some of the wild Animals of Germany. By W. Weissenborn, Ph. D.—Description of a new Genus of Trochidea. By G. B. Sowerby, F.L.S.—Illustrations of the Geology of the South-East of Dorsetshire. By the Rev. W. B. Clarke.—Observations on the Flints found in the Neighbourhood of Blackheath and other parts of Kent. By James Mitchell, LL.D., F.G.S.—Remarks upon the Formation of Valleys in the Secondary and Primary Rocks. By Dr. William Smith.—Catalogue of the Shells found in the Red and Coralline Crag of Suffolk. By Searles V. Wood.—On the Family of the Trogons. By John Gould, F.L.S., &c.—A Memoir on an anomalous Group of Exotic Hemipterous Insects. By J. O. Westwood, F.L.S.—On the Habits of the Long-tailed Trogon. By Lucien Bonaparte, Prince of Musignano.—Notes upon the Natural History of a Portion of the North-West of Scotland. By William Thompson, F.Z.S., &c., Vice President of the Belfast Natural History Society.—On some of the Relations subsisting between the Chemistry and the Natural Distribution of Organised Beings. By E. W. Brayley, jun., F.G.S., &c., Librarian to the London Institution.—Observations on the British Alcadæ. By Edward Blyth.—On the Discovery of the Fossil Remains of some of the larger Carnivora, in a Fresh-water Deposit at Grays, in Essex. By John Morris.—On the Existence of an undescribed Muscle in the Eye of certain Fishes. By John Dalrymple, M.R.C.S., &c.

The First Volume of the New Series of "Loudon's Magazine of Natural History" is now complete, illustrated by nearly 100 highly finished engravings on Wood, the whole of them executed by Branston; and containing communications on Comparative Anatomy, from Richard Owen, F.R.S., Hunterian Professor to the Royal College of Surgeons: on Ichthyology, from William Yarrell, F.L.S., &c.; Edward Moore, M.D., F.L.S., and Dr. Clarke: on Entomology, from J. O. Westwood, F.L.S.; W. E. Shuckard; G. R. Waterhouse, Curator to the Zoological Society; and G. R. Gray: on Conchology, from John Edward Gray, F.R.S.; George B. Sowerby, F.L.S.; and Samuel Stutchbury, Curator to the Bristol Institution: on Ornithology, from John Gould, F.L.S.; and Edward Blyth: on Botany, from Golding Bird, F.L.S.; and Richard Chambers, F.L.S.: on Mammalogy, from E. Gray, G. R. Waterhouse, and William Ogilby, F.L.S., &c.: on Fossil Zoology, from Gideon Mantell, LL.D., F.R.S.; and Edward Charlesworth, F.G.S.

London: Longman and Co., and may be had through all booksellers.

THE THAMES TUNNEL, entrance near the Church at Rotherhithe, on the Surrey side of the River, is open to the public daily (except Sunday), from Nine in the morning until dusk. Admittance One Shilling each. Both Archways are brilliantly lighted with Gas, and the descent is by an easy staircase. The Tunnel is now upwards of 750 feet in length, and is completed to within sixty yards of low water mark on the Middlesex shore.

By order, J. CHARLIER, Clerk to the Company.

Walbrook-buildings, Walbrook.

N.B.—There are conveyances to the Tunnel, by an Omnibus, every half-hour, from Gracechurch-street and Charing-cross, also by the Woolwich and Greenwich Steam-boats, from Hungerford, Queenhithe, Dyer's Hall, and Fresh Wharf, every half-hour; and the Railway Carriages from London Bridge, at every hour.

THE PATENT SAFETY FUZE, for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, Bickford, Smith, and Davey, Camborne Cornwall.

MIDLAND COUNTIES RAILWAY.

Call for a Fourth Instalment of Five Pounds per share.

The Directors of the Midland Counties Railway Company, having, in pursuance of the provisions of the act of incorporation, passed a resolution calling for a FOURTH INSTALMENT of FIVE POUNDS per share, to be payable on or before the 20th of January, 1838, the proprietors of shares are required, in conformity with such resolution, to pay the sum due on the shares to one of the following bankers:

London..... Messrs. Smith, Payne, and Smiths.
Liverpool..... The Bank of Liverpool.
Manchester..... The Bank of Manchester.
Birmingham .... The Birmingham Banking Company.
Leicester ..... Messrs. Mansfield and Babingtons.
Nottingham .... Messrs. I. and I. C. Wright and Co.
Derby ..... Messrs. Crompton, Newton, and Co.
Loughborough .. Messrs. Thorpe, Middletons, and Oliver.

Should the call remain unpaid after the appointed day, the bankers have been severally required to demand interest thereon, after the rate of five per cent. per annum, from the 20th of January to the day on which the payment shall be actually made.

J. F. BELL, Secretary.

Office, High-street, Leicester, Dec. 22.

THE DUKE OF CORNWALL'S HARBOUR AND LAUNCESTON and VICTORIA RAILWAY COMPANY.—Notice is hereby given, that the original proprietors, whose names appear to the Parliamentary undertaking of the above Company, who are not already registered, will be registered as the existing proprietors of the shares in respect of which they signed such undertaking, unless the present holders of the scrip certificates for such shares claim to be registered as the proprietors of the same, and pay the call of £1 per share now in arrear, with interest, to the Company's bankers, Messrs. Williams, Deacon, and Co., Birchin-lane, London, or Messrs. Robins and Co., Launceston, Cornwall, on or before the 13th day of January next, 1838.

By order of the Board,

Office, 3, Copthall-buildings, London, Dec. 14. GEORGE DYSON, Sec. *pro tem.*

THE DUKE OF CORNWALL'S HARBOUR AND LAUNCESTON AND VICTORIA RAILWAY COMPANY.—Notice is hereby given, that pursuant to the Act of Parliament, the next GENERAL HALF-YEARLY MEETING of the above Company will be held on Thursday, the 25th day of January, 1838, at the London Tavern, Bishopsgate-street, in the City of London, at One o'clock precisely, when the accounts and a statement of the affairs of the Company will be laid before such meeting for consideration and approval, and when it is intended to submit to the proprietors for their determination whether, upon payment of the arrears of the First Call of £1 per share, to enable the Directors to satisfy the outstanding demand upon the Company, the undertaking shall or shall not be further proceeded with, either in the whole or in part.

By order of the Board,

Office, 3, Copthall-buildings, London, Dec. 14. GEORGE DYSON, Sec. *pro tem.*

NORWICH UNION FIRE INSURANCE SOCIETY,

Bridge-street, Blackfriars, London; and Surrey-street, Norwich.

Capital £550,000.

DIRECTORS.

President—Edward T. Booth, Esq.

Vice-President—Lieut.-Col. Harvey.

Anthony Hudson, Esq.	I. Preston, Esq., Recorder of Norwich.
George Morse, Esq.	Charles Evans, Esq.
William Herring, Esq.	Edward Steward, Esq.
Colonel Sir Robert John Harvey, C.B.	Lewis Evans, Esq. M.D.
George Seppings, Esq.	Thomas Blakiston, Esq., R.N.

Secretary—Samuel Bignold, Esq.

Receipts for the renewal of Policies which became due on the 25th of December are ready for delivery, on application as above, or at any of the Society's Agents established throughout the kingdom.

The distinguishing principle of this Office is, that the parties insuring are, by the Deed of Settlement, entirely exonerated from responsibility; the whole of such responsibility being undertaken by a numerous and opulent proprietory, who have subscribed, to meet all contingencies, a Capital of £550,000. The law of partnership, operating in mutual Assurance Societies, is wholly excluded from this Society, whose Deed of Settlement has been framed by the ablest counsel, to effect that important object.

The confidence of the public in the stability of the Company may be inferred from this fact, that its business now exceeds fifty-four millions, and is rapidly increasing.

This Institution, both in its principles, funds, and management, is wholly distinct from the Life Society.

BRITANNIA LIFE ASSURANCE COMPANY,

1, PRINCES-STREET, BANK, LONDON.

Capital—ONE MILLION.

DIRECTORS.

William Bardgett, Esq.	Robert Eglinton, Esq.
Samuel Bevington, Esq.	Erasmus Robert Foster, Esq.
William Fechney Black, Esq.	Alex. Robert Irvine, Esq.
John Brightman, Esq.	Peter Morrison, Esq.
George Cohen, Esq.	William Shand, jun., Esq.
Millis Coventry, Esq.	Henry Lewis Smale, Esq.
John Drewett, Esq.	Thomas Teed, Esq.

Medical Officers—John Sims, M.D., and Ebenezer Smith, Esq., Surgeon.

ADVANTAGES OF THIS INSTITUTION:

Lower rates of premium (with two exceptions only) than any hitherto offered.

Increasing rates of premium on a new and remarkable plan, for securing loans or debts; a less immediate payment being required on a policy for the whole term of life than in any other office.

A Board of Directors in attendance daily at Two o'clock.

Age of the assured in every case admitted in the policy.

All claims payable within one month after proof of death.

A liberal commission allowed to solicitors and agents.

Age.	Premium per cent. per annum payable during: First Five years.			Second five years.			Third Five years.			Fourth Five years.			Remainder of Life.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
20	1	1	4	1	5	10	1	10	11	1	16	9	2	3	8
30	1	6	4	1	12	2	1	19	1	2	7	4	2	17	6
40	1	16	1	2	4	4	2	14	6	3	7	3	4	3	4
50	2	16	7	3	9	4	4	5	5	5	6	3	6	13	7

PETER MORRISON, Resident Director.

THE REVERSIONARY INTEREST SOCIETY,

17, King's Arms-yard, Coleman-street, London.

Instituted in 1823, with a capital paid up of upwards of £400,000, and with the power of extension.

Chairman—James C. C. Bell, Esq.

Deputy Chairman—John Chapman, Esq.

DIRECTORS.

William Greaves, Esq.	Thomas Stooks, Esq.
Thomas Greg, Esq.	John Thomas, Esq.
Sir William Heygate, Bart.	Thomas Vigne, Esq.
George Henry Hooper, Esq.	John Wells, Esq.
Henry Hughes, Esq.	William Whitmore, Esq.
Thomas Price, Esq.	Jacob George Wrench, Esq.
John Peter Rasch, Esq.	

AUDITORS.

Robert Davis, Esq. Richard Norman, Esq. Fred. Reade, Esq.

Bankers—Messrs. Whitmore, Wells, and Whitmore.

Actuary—Griffith Davies, Esq., F.R.S.

Solicitor—George Stephen, Esq.

Proposals continue to be received for the sale of Reversionary Property, either absolute or contingent, and also for Policies of Assurance effected upon lives to any amount. Daily attendance is given at the office from Ten till Four o'clock, where any information which may be required by parties making proposals will be afforded, and every facility rendered for the earliest completion of Contracts entered into. It is requested that all communications by letter may be post-paid.

By order of the Board of Directors,

C. G. CHRISTMAS, Secretary.

POYAISIAN SECURITIES.—The Holders of COUPONS on Poyaisian stock are hereby informed, that these securities will be admitted into the New Grant of the Poyaisian Territory, if presented on or before the 20th of January next, on the following conditions, viz.:—Coupons amounting to the Half-yearly Dividend on £15,000 stock, not of later date than 1831, will be registered as £1000 stock; and Coupons for the Yearly Dividend on £15,000 stock, from that date to the 1st January, 1838, as £1000 stock also, and any other amount of Coupons of either date in the same proportion.

The charge for this admittance will be £1 on each £100 stock, to be paid by four equal instalments, viz., January 20th, June 20th, September 20th, and December 20th next. On payment of the First Instalment, a Certificate of Admittance, stating the amount of stock, will be attached to the Coupons, and delivered with them to their respective owners.

By order of Messrs. Hedgcock, Renneck, Haly, and Brown.

Poyaisian Office, 13, Pancras-lane, Dec. 26. W. UPTON, Secretary.

N.B. The public are cautioned not to purchase Poyaisian Bonds or Land Certificates which have not been admitted into the New Grant, as they will not now be admitted, and are therefore valueless.

RAILWAY MAGAZINE, No. XXIII., with Wood-cuts, &c., is published this day, price 1s. 6d. Among the contents are—Inflexible Trusses for Roofs, Viaducts, &c.; Salt Monopoly of India; Hot Blast; Practical Method of Setting out Curves in Hilly Countries; Reports; Scientific Intelligence, &c. The three first volumes may now be had, in sets or separately.

James Wyld, Charing-cross East, and all other booksellers.

PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT STOCK COMPANIES.

SATURDAY.

Colonial and Australasian Banking Companies.—Copies presented, of charters granted to the Colonial and Australasian Banking Companies [Address 16th December]; ordered to lie on the table.

Scientific and Literary Societies.—Petition from Sheffield, for exempting from taxation all buildings occupied exclusively by scientific or literary societies; ordered to lie on the table.

Patterns and Inventions Bill.—"For the better encouragement of the Arts and Manufactures, and securing to individuals the benefit of their inventions for a limited time," presented, and read first time; to be read a second time on Wednesday, 24th January, and to be printed.

Steam Vessels (Foreign Ports).—Returns presented, relative to the number and description of steam vessels in the ports of foreign countries, received from British consuls in those countries, 1836, 1837 [Address 7th December]; ordered to lie on the table, and to be printed.

PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

SATURDAY.

Her Majesty in person gave the Royal Assent to the Civil List Bill and several other bills.—The Duchess of Kent's Annuity Bill was read a third time and passed.—On the motion of Lord Melbourne, the House then adjourned till the 16th January.

HOUSE OF COMMONS.

SATURDAY.

The Finsbury Small Debt Bill was read a first time.—On the motion for the third reading of the Duchess of Kent's Annuity Bill, an amendment, of which he had given previous notice, was moved by Colonel Sibthorp, but after a short discussion it was negatived, and the bill was read a third time, and passed.—Lord J. Russell then moved that the House at its rising do adjourn until the 16th January. After a short opposition on the part of Lord G. Bentinck the motion was agreed to, and Lord J. Russell then gave notice that on the 16th January he would move that the House take into consideration that part of the speech from the Throne which related to the affairs of Canada; and he would also move that any measures that might be introduced regarding the state of Canada should have precedence of notices on all days before the 1st February.—The Benefices Pluralities Bill was read a first time, and ordered to be read a second time on the 2d February.—The Speaker and several other members then proceeded to the House of Lords to hear the royal assent given by Her Majesty to the Civil List Bill and several other bills. On their return a short discussion took place on the state of the ventilation of the House, when several members complained that the House was more oppressive now than before the recent experiments. Mr. Baring acknowledged the evil, and promised that immediate attention should be paid to it.

TIMBER DRAWBACK.

Return to an Order of the Hon. the House of Commons, dated November 28th, 1837, for an account showing the several Amounts paid as Drawbacks on Timber imported for and used in the Mines of Tin, Lead, and Copper, in the counties of Devon and Cornwall, in each year since such Drawback has been by law allowed:—

Years.	Amount of Drawbacks paid. £	s.	d.
1811, from the 1st of July	Records destroyed by fire.		
1812			
1813			
1814	3,622	13	8
1815	8,707	10	9
1816	12,859	16	3
1817	12,466	18	6
1818	16,093	3	4
1819	25,903	11	1
1820	30,075	4	6
1821	25,267	9	8
1822	20,312	12	5
1823	31,537	18	5
1824	38,251	8	10
1825	50,749	5	10
1826	27,799	2	11
1827	26,441	18	9
1828	36,585	16	2
1829	39,190	9	3
1830	32,818	10	2
1831	36,711	8	6
1832	39,235	7	6
1833	41,363	11	4
1834	44,385	13	11
1835	56,183	18	11
1836	81,919	13	5
1837, to the 10th of October	31,802	14	0

THE REVENUE OF THE UNITED STATES.

	Dollars.
Balance in the Treasury, 1st January, 1837	45,968,523
Receipts in this year, including Treasury notes	23,499,981
	69,488,504
Amount that will be expended by the end of the year	35,281,361
	34,187,143
Amount unavailable	33,101,645
Funds available	1,085,499

Of the amount placed as unavailable, the chief sums are those deposited with the states, and due from the former deposit banks. The amount of treasury notes necessary to be issued on account of the unavailable funds is estimated at four millions and a half.

IMPORTATION OF ENGLISH COALS INTO BELGIUM.

We have collected the following information on the above subject from different sources, and shall endeavour to procure further intelligence in future numbers:—

"A deputation from the owners of coal mines about Mons have had the honour of an audience of the King, at which they submitted to him forcible observations against the proposal to allow the importation of English coals into Belgium. The deputation took leave of his Majesty, with the firm conviction that his august protection will watch over the interests of this important branch of our industry. We also learn that the owners, municipal authorities, and inhabitants of Hainaut have addressed to the chambers petitions containing strong arguments, and supported by figures, on the same question.

"In the sitting of the 7th inst., M. Zonde presented a report from the committee appointed to inquire into the state of the coal trade, the causes of the high price of coals, &c. M. Rodenbach was of opinion that the quantity of coals raised from the mines was insufficient, and observed that, as winter was come, it was necessary for the sake of the poor to take some speedy and decisive measure to remedy the evil of the present high prices. The proposals of the committee were approved, and in consequence all the petitions relative to the price of coals are referred to the Minister of Justice."

"Whilst the Belgian government have succeeded in obtaining liberty for their coal to enter France at less duty, the Municipal Councils of Antwerp and Vervier had petitioned the said government to allow foreign coal to be imported into Belgium, that commodity having tripled its price. We may be forced to supply part of France through Belgium."

Quebec.—The following is the comparative return of the arrivals, tonnage, and settlers in the port of Quebec, to the 19th of October, inclusive, of the two years 1836 and 1837:—

	Vessels.	Tonnage.	Settlers.
1836	1,126	336,397	27,487
1837	989	312,076	21,775
Less in 1837	137	24,321	5,712

AN INTRODUCTION TO THE GEOLOGY OF CORNWALL.

BY DR. BOASE.

Cornwall does not possess a great variety of rock formations, being composed of primary and transition, or intermediate groups, covered here and there with deposits of gravel, sand, and clay, which belong to the modern epoch. But this limited range of formations is more than compensated for by the great facilities which the geologist here enjoys in his investigations; the very extended line of cliffs, which deeply indent the Cornish shores, proffer numerous and instructive sections; and the vast mining operations have brought to light most important phenomena. Indeed, no country of equal extent can, in these combined advantages, be compared with Cornwall.

On a general view of this country, the surface exhibits two systems of valleys, one running parallel with the central ridge, which is highest near Launceston, and gradually, but irregularly, declines till it terminates at the Land's End, in cliffs about a hundred feet in height; the other intersecting the longitudinal valleys at right angles; and as all the intermediate hills are more or less rounded, the country has an undulating appearance in both directions, not unaptly compared to the waves of the sea. Through these two systems of valleys the rivers flow, seeking outlets into the sea by the nearest continuous descent; sometimes they effect this along the longitudinal, at others through the transverse valleys, receiving tributary streams on either hand from the lateral valleys or curved hollows which they intersect. But sometimes the river is diverted in its course more than once, in consequence of the concavity of a cross-curve rising above its level—or by that of the other system descending below this point—by which irregularity the stream is compelled to flow along the more favourable drainage; thus the Camel rises about four miles from the sea, in the moors near Davidstow, and flows more than twenty-five before it empties itself into the sea at Padstow. In the hollows of these valleys the drainage is often sufficiently obstructed to produce marshy ground; but seldom of such extent as to deserve the name of a lake.

As regards the soil, on the high grounds it is frequently very shallow and barren; but in the valleys it is very productive, and here and there is well wooded, more particularly on the southern coast. On the northern coast, in the vicinity of the sea, it is very sandy, owing to the light testaceous sand of the shore being carried inland by high winds; in this manner no inconsiderable tracts of fertile land have been devastated.

Let us now turn our attention to the internal or geological structure of Cornwall. The highest parts of the central ridge, already alluded to, are composed of granite, which occurs in the form of four large insulated patches, so disposed at nearly equal distances from each other as to resemble a chain of islands extending from Launceston to the Land's End, that is, in the direction of north-east and south-west. On the same ridge, but rather parallel than continuous thereto, is the great granite group of Dartmoor, in Devon, the whole of which is sometimes called the Ocrynian Range.

The granitic patch of Dartmoor is by far the most extensive, being nearly twenty miles in diameter; that of Launceston is ten miles in length, by six or seven in breadth at its widest part; and its most elevated hills, Rough-tor and Brown-Willy, do not much exceed 1300 feet in height. The granitic rocks of this patch, like that of Dartmoor, are not much exposed by artificial excavations, so that their varieties cannot be easily examined; the weathered blocks, which on the summit and sides of the hills from tors and detached masses, consist of the hard or silicious varieties of the common and fine-grained granites, such as have withstood the action of the elements. One of the most curious of these tors is the Cheese Wring, near Liskeard, a pile of single blocks, each being larger than the one immediately beneath. Proceeding along the ridge, towards the Land's End, the next, or St. Austell, patch of granite will be found, much less than the last, but more interesting, both in a scientific and a commercial point of view. In addition to the kinds of granite already noticed, it contains beds of talcose granite, or protogine, which, by its decomposition, furnishes that valuable substance, china-clay, or kaolin, many thousand tons of which are annually exported for the potteries. The third, or Redruth patch of granite, affords many varieties of this rock, and has been well explored by numerous mines, which have been productive in both tin and copper ores, affording also to the mineralogist a great variety of rare specimens. But the fourth, or Land's End granite, is by far the most important to the geologist, for the land becoming here very narrow, the sea has produced cliff-sections, both in the granite, and also at its point of junction with the slate, exhibiting many interesting phenomena. Among these, the veins of granite in the slate are beautifully displayed, and have long been a great attraction to geologists; but the mode in which these rocks meet and unite, are not less deserving of notice. But for a detailed description of these curious facts, the reader may be referred to my "Treatise on Primary Geology."

Besides these four principal patches of granite, there are four others: 1st. That of Kitt-hill, near Callington. 2d. That of Tregonning and Godolphin, near Helston. 3d. That of Cligga Point, near St. Agnes; and, lastly, that of the celebrated St. Michael's Mount. The two first are of some size, and at the surface are both subdivided near the middle, by the overlapping of the slate: the other two are small, but very interesting to the geologist.

It is worthy of remark, that the fertility of these granitic groups gradually increases as they diminish in elevation; and it is a curious, but not surprising, coincidence, that the number of parish churches thereon follows the same order: thus, on the eastern and most extensive tract of granite, near Launceston, there is only one church; on the next there are three; on the Redruth patch six; and on the Land's End granite no less than nine, within a space considerably less than that of the eastern tract.

Each of these insulated groups of granite is surrounded by schistose rocks, the layers of which, on all sides, incline from the granite at various angles, from twenty to forty degrees. Although these groups are thus separated from each other by the slate at the surface, yet it is the general opinion that they gradually approach beneath, until they are all united in one and the same mass—the intermediate hollow spaces (the valleys, as it were, between the granitic mountains) being occupied by the slate. It might, however, be maintained that the granite is imbedded in the slate, in large rounded masses, which would also account for the former rock underlying the other, within the limits of mining operations; and such an opinion would derive some support from the fact, that small insulated masses of granite in the slate are not of unfrequent occurrence.

The slate formation consists of two very distinct groups, when the most characteristic rocks are alone regarded; but it is not easy to trace the boundary between them, as the contiguous rocks appear to pass gradually into each other. These groups have one character in common, viz., that they consist of several distinct kinds of rocks, each genus of which respectively may be subdivided into schistose and compact rocks; the latter are imbedded in the former—are more crystalline—and often contain clusters of their constituent minerals: so that the complicated composition of these rocks is made known by Nature's own analysis.

The group next the granite is primary, the more remote one is transition, or as they are termed in the following pages the porphyritic and calcareous series of the slate formation. The series next the granite is characterised by its beds of porphyry, and by its abounding in veins of tin and copper ores; the other series by the frequent occurrence of calcareous spar and strata of limestone, with occasional organic remains, and by its being sparingly metalliferous, containing no tin ore, but being productive of lead and antimony. It is within the last series that the magnesian or serpentine rocks occur, and which in the Lizard district are developed to a large extent, forming one of the most interesting geological features of Cornwall. Those who are desirous of more information concerning this slate formation, will find a copious account in the fourth volume of the "Transactions of the Geological Society of Cornwall." It is there proposed to give these rocks, whenever they possess well-marked characters, distinct names, and not to refer a great variety of rocks to the vague and indefinite genera of clay-slate and greywacké. An accurate and more extended nomenclature would have rendered the following notices much more intelligible.

In describing the general features of Cornwall, we must not omit to mention the metalliferous veins—the great source of its commercial prosperity—and the channel through which much curious information has been obtained, concerning the structure of the earth. These veins traverse indifferently both the granite and the slate, but are most abundant in the latter rock, in the vicinity of the granite. The general direction of the tin and copper veins (or lodes, as they are provincially called) is nearly E.N.E. and W.S.W., and they are crossed by another system of veins, nearly at right angles, which are not commonly metalliferous, and when they do contain ores these are often of lead, antimony, silver, and other metals. This is not however a general rule, for in the parish of St. Just, Penwith, the tin and copper ores occur in the cross veins. The course of the veins is not straight, but they are always more or less undulating, both in their direction and in their dip or underlie. Various interesting phenomena result from their meeting with and intersecting each other, known to the miner under the names of heaves, throws and slides. This subject is replete with curious facts, for which the reader is referred to Dr. Boase's "Treatise on Primary Geology."

Before concluding this brief sketch, a few words must be said on the beds of clay, sand, and gravel which cover the low grounds, both on the granite and on the slate. These may be resolved into two kinds: 1st those resulting from the decomposition of the rocks, and which are in their original position; and 2d those which are not in situ, affording by their appearance, composition, and position, evidence of their having been transported. These deposits belong to three distinct periods, and alternate with terrestrial and marine remains, according to their situation in respect to the sea-level at their respective epochs. Each of these transports was accompanied, or followed by a change in the sea-level; the last corresponds with that now existing; the previous one, by the elevated ancient beaches, indicates that the sea was about fifty feet above its present level; and the earliest transport, being covered with submarine forests, shows that the sea was at that epoch at least fifty feet lower than it now is. (See 4th vol. Geol. Trans. of Cornwall. p. 446, et seq.) In the lowest or oldest deposit the tin ore (stream-tin) is found in the form of sand and gravel mixed with earthy substances; it affords the purest kind of tin, known in the market by the name of grain-tin; and appears to be the source from which the ancients derived all their tin.—*Davies Gilbert's History of the County.*

REVENUES OF THE DUCHY OF CORNWALL.

Some discussion and much exaggerated statement having recently come before the public in respect to the revenues of the Duchy of Cornwall, we are enabled, from exclusive authentic information, to give something like correct data, as well in respect to the amount of the revenues, as the sources from which they are derived.

The principal income arising to the Duchy up to a very recent date has been the tin coinage duties of 4s. per cwt. on all tin coined in the County of Cornwall, and 1s. 6½d. per cwt. for tin coined in like manner in the County of Devon. The average amount of such proceeds, taken on an estimate of twenty years, yeilded from 11000*l.* to 12000*l.* per annum. The next principal amount of revenue arises from fines on renewals of leasehold and copyhold estates. These, on an average, amount to about 7000*l.* or 8000*l.* annually. The other sources of revenue come out of reserved rents, with one or two exceptions of small individual amount, but producing in the aggregate a considerable rental. Latterly, however, there has accrued to the Duchy a very large addition of income, emanating from property at Kennington, being the lapsed state of Sir William Clayton. This property was originally granted to Sir William East on building leases for three lives, and passed in course of time to Sir W. Clayton, by whom it had been occasionally renewed; but lives having died off, Sir William had declined, owing to the very heavy fine demanded by the Duchy, to fill up the tenure by the addition of two other lives; and while the remonstrance against so exorbitant a demand was going on, the third and only life on which the estate was held dropped, by which event the property was forthwith claimed by the Duchy as having lapsed to the lord. The fine demanded for the renewal of the lease, or the addition of two lives to the one in being, is stated in the legal reports connected with the application to the Court of Chancery in respect thereto, to be 69,000*l.* or 70,000*l.*, from which it is inferred that the actual value of the property on which such fine was estimated is it least 25,000*l.* per annum. It is the custom of the same Manor of Kennington in repect to copyholds to take two years (actual yearly value) of the estate as a fine on alienation or sale, and one year and a half's value on death or inheritance; and it may be inferred that some like arbitrary rule regulates the renewals of leasehold estates. The Duchy is now in the actual receipt of the whole of this large rental arising from the lapsed interest of Sir William Clayton; and there has originated to the tenants holding under Sir William a very great and serious inconvenience and detriment, insomuch as their leases guaranteed to them, in consideration of monies expended on improvement, the preference and right of renewal of the respective parts or portions of the original estate of the Duchy which they held under Sir William, who, neglecting to renew his own tenure, lost sight also of the interest of his under lessees; and these parties are now at the mercy of the Duchy officers, who, it is reported, are by no means disposed to favour their tenures, but to put the estates up according to their respective value to the highest bidders. Exclusive of this property in the Manor of Kennington, their is the estate of Vauxhall Gardens, and other immediately adjacent property, yielding but a small annual sum in rent, but producing something considerable in the shape of fine or charge on each respective estate by alienation or death. Another portion of this Manor of Kennington, but distinct from those before treated of, is the Cupar's Bridge Estate, on the Surrey side of Waterloo Bridge. In the year 1810 or 1811 this property was put up to public bidding, and the lease was taken by Messrs. John and Thomas Lett, timber merchants. The term was for ninety-nine years, but the Duchy, not being empowered to take a fine beyond the calculation of the first thirty-one years, the estimate was accordingly taken thereon, and 55,100*l.* paid down by Messrs Lett for a lease of ninety-nine years, reserving for the first thirty-one years the rent of 76*l.* per annum, and from and after that period the increased annual rent of 5076*l.*, the latter sum being equivalent to the actual value of the estate at the time of treaty for the said lease. This increased rental of 5076*l.* will come into payment in the year 1841.

The revenues of the Duchy of Cornwall, as they respectively accrue, are from time to time accounted for to the Receiver-General of the Duchy, or to his deputies, Messrs. Biddulph, Cox, and Co., bankers, who are usually bound with him in the sum of 15,000*l.* or 20,000*l.* for the faithful accounting for the same. The stewards of the respective manors (of which there are many in Cornwall, Devon, Dorset, Somerset, &c.) account in their turn to the Duchy Office, in Somerset House, for rents and other profits received by them—and hence the receipts are passed to the bankers above named. The stewardship of the manor of Kennington must be an appointment of a most lucrative kind; indeed, we have heard that long before the wind-fall of the Clayton estate it averaged from 700*l.* to 700*l.* a-year, arising from fees on admission, &c. This, under present circumstances, may be inferred to have increased threefold; and we should think this fully adequate to the services of any steward. But on reference to the Red Book, we see that the gentleman holding this appointment of steward of Kennington, holds also those of Secretary to the Lord Warden! Deputy-Auditor! Deputy-Surveyor-General! and Clerk to the Board of Management for the affairs of the Duchy!—Truly, he should possess some very extraordinary qualifications to entitle him to such plurality of place, when so many talented and efficient men are without employment of any kind.

The outgoings of the Duchy, in the salaries of its officers, &c. &c., and other management of its affairs, average about 8000*l.* annually; and the surplus is paid over to the Treasury.

This is a brief but correct statement, and may be useful in correcting the erroneous opinion entertained by the public that the revenues of the Duchy of Cornwall were of an amount exceeding 10,000*l.* annually. They may fairly, we think, be now taken at about half that sum.

CURIOUS DISCOVERY.—About 100 yards above the fording place between Axmouth and Seaton, may be seen, at low water, the remains of a vessel, which in all probability, has been in its present situation for more than 300 years. In consequence of the mouth of the Axe having been diverted into deeper water by the formation of the present pier, a greater portion of the estuary of the Axe becomes dry at low water, and as the scour is thereby much increased, the sand has in many places receded, particularly in the pool where this old wreck is sunk. The vessel, from the size of its timbers, and width (its whole length not being yet uncovered) is pronounced by a shipwright of Seaton to have been at least seventy tons. Extracts from Leland, Risdon, and Sir William Pole's "collections" clearly prove that during the several periods mentioned in their authentic records, no such vessel could have entered the Axe, much less have been *wrecked* at this point, which has been separated from the main sea for more than three centuries, by the immense bank of shingle which forms the beach at Axmouth and Seaton.

LAWS AFFECTING JOINT-STOCK COMPANIES.

An eminent American writer observes, that "one of the most remarkable circumstances, or features of our age is, the energy with which the principle of combination, or of action, by joint forces, by associated numbers, is manifest in itself. It may be said, without much exaggeration, that everything is done now by societies. Men have learned that wonders can be accomplished in certain cases by union, and seem to think that union is competent to every thing. That this mode of action has advantages and recommendations, is very obvious. Men, it is justly said, can do jointly what they cannot do singly. The union of minds and hands, works wonders. Men grow efficient by concentrating their powers. Joint effort conquers nature, hews through mountains, rears pyramids, dykes out of the ocean." The correctness of these observations has been long since, fully established; and we now see around us, associations, for a great variety of purposes, producing results, which could never have been attained by any person single handed. Seeing then, that such associations have become general, and that their importance is now undoubted, every question affecting them, must of necessity be regarded by the community, with more than ordinary interest. Having premised thus much, we would call the attention of our readers to a point which effects all trading associations; and which has recently become the subject of legal proceedings. It arose in the case of Hall, *v.* Franklyn, and was heard in the Court of Exchequer on the 20th November last. The plaintiff was the registered officer of the Northern and Central Bank of England. The action was on a bill of exchange. The defendant pleaded that the contract was void, being one for lucre and for gain; there being among the shareholders in the bank, for whose benefit the action was brought, "certain spiritual persons in holy orders." The plaintiff demurred to this form of plea, and the question thus came before the Court for decision. Sir W. Follett very ably argued the matter for the plaintiff, and Mr. Maull, for the defendant. The question it appears turned on the construction to be put on the statute, 57, Geo. iii. c. 99 (1817), which was passed to extend the provisions of a former statute, 21, Hen. viii. c. 13 (1529). The act of 1817 prohibits "spiritual persons in holy orders" buying and selling goods, wares, and merchandises, and from engaging in trade generally, and imposes a penalty on those who may commit a breach of the act, and declares that all contracts entered into by them shall be void. The case involving a doctrine affecting the community generally, the court took time to prepare a deliberative judgment, and the result is therefore yet unknown.

In the mean time, however, the public importance of the questions being so manifest, Mr. Blewitt, M.P. for the Monmouthshire borough, gave notice in the House of Commons of his intention to move for leave to bring in a bill to enable spiritual persons to hold shares in joint-stock banks; but he subsequently (Dec 8th), withdrew that notice, and substituted one, of his intention to move immediately after the recess, for leave to bring in a bill, to render valid all trading contracts entered into by persons in holy orders.

We all know that as matters stand, "spiritual persons in holy orders" hold shares in every description of association or joint-stock company; and that in many instances the original adventurers have no means of preventing persons of that character becoming shareholders, whilst in the opinion of some, in the present state of the law, such an occurrence renders nugatory all the contracts or engagements which the association or company may enter into.

We would therefore, now press the subject home on the attention of all classes among us, and we would suggest the necessity and importance of their waiting on their Parliamentary Representatives during the ensuing recess to procure their assistance when the matter comes before Parliament. And we would venture to hope that by the intervention of the Legislature, the question will be speedily and satisfactorily set at rest. We should be glad to find so important a question taken up by our contemporaries in all parts of the Kingdom.—*Plymouth and Devonport Journal.*

CHANGES OF THE EARTH'S SURFACE.

On Friday evening, 8th inst., J. F. W. JOHNSTON, Esq., of Durham University, delivered a lecture before the members of the Sheffield Literary and Philosophical Society, in the Music Hall, "on the changes which the earth's surface has undergone in recent times." The lecturer was introduced by the president, the Rev. J. Blackburn, who apologized briefly for the short notice given of the intended lecture, after which, Mr. Johnston commenced by stating that the globe might properly be divided into two parts, viz., land and water, and that by an easy calculation, the quantity of water on the surface of the globe, to that of land, was found to be in the proportion of about three to one; that the mean depth of the water below, and the mean height of the land above, the level of the sea, averaged about two miles; and after referring to the extensive chains of mountains in different parts of the globe, and other appearances, he proceeded to inquire whether this state of things had always existed? The presumption was, that they had not. The first class of changes which the earth's surface had undergone, was owing to the action of rivers, such as the Ganges, the St. Lawrence, the Mississippi, &c., carrying down from the mountains in their course, matter, which was then deposited elsewhere. But the action of the winds was especially of a very interesting kind. In France, along the Bay of Biscay, and more extensively in Africa, the sands from the shore have been carried by the force of the winds, in very great quantities, swallowing up whole towns, cities, and countries, and bearing with them sterility and death; this fact was principally evident by referring to the great desert of Zahara, including twice the space occupied by the Mediterranean Sea; the whole of this tract of land had been covered over, and rendered barren, with the exception of a few isolated places, by means of the sands being carried inland, by the winds from the west coast of Africa. Few nations have been so celebrated as the ancient Egyptians, but the lecturer observed, few historians have referred the decline of that powerful kingdom to natural causes; the sands being driven along the Lybian desert, was one of the most material of those causes. He then referred to the action of the waters of the sea, which is daily affecting or making inroads on the coasts of Europe and America, by degrees, carrying away the cliffs in its course, as in Norway, Gutland, Finland, &c. The quantity of land annually borne off by the sea, on the east coast of England, was about four yards. In Norfolk, seventeen yards in four years, and in the Isle of Thanet, two feet per year; but these were only examples on a small scale. It would be impossible in the necessarily brief space of our columns, allotted to this subject, to give even a perfect outline of this very interesting lecture; suffice it to say, that the lecturer referred to the singular phenomena of the sinking of one part of a country, and the corresponding rise of another; subterranean waters, the changes that have taken place in the beaches of many European sea coasts, the immense stones found deposited on various plains, and the sides and tops of mountains, especially among the Alps; also in Wales, and even in Yorkshire, as well as to the various marine shells, gravels, and sands, deposited on the tops of very high mountains, evidently demonstrating that the sea must formerly have existed there; in fine, that in "ancient geological times," it is probable that nearly "all things were sea," but that few very important changes have taken place in recent times, as the present state of the plains of Babylon, where the river Euphrates still maintains its ancient course, and other countries prove, countries which are in much the same state at this day, as in the most remote historical ages. By recent times, that is, recent geological times, the lecturer would be understood to mean the period since the creation of man; which when compared with the time that must have elapsed previously, is indeed recent. The talented lecturer concluded by remarking that the present configuration of the globe is recent, in comparison to the length of time previous to the creation of man, and during which, the very striking and most material changes in the earth's surface must have taken place.

STEAM COMMUNICATION.—The project of steam communication with India through the Red Sea has been successfully accomplished and is now in operation. The last communication was effected in forty-three days, including the stoppage at Alexandria. The following are the particulars:—"The *Atlanta* left Bombay on the 2nd of October, and arrived at Suez on the 16th of October, with the mail of September, and at Alexandria on the 20th of October, from whence the mail was dispatched by Her Majesty's ship *Volcano*, on the 7th of November, and arrived at Malta on the 11th, and was dispatched from Malta to Gibraltar by Her Majesty's ship *Firefly*, on the 16th of November, and was due here on Monday, the 4th of December."

ORIGINAL CORRESPONDENCE.

THE SCRIP SYSTEM.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I recollect addressing you at or about the time when the Scrip-raising mania raged so violently, and stating, amongst other things, that there was no lack of speculators in Cornwal', whenever mines offered a fair prospect of remuneration. I also remember that my statement upon this point was ridiculed by many, and opposed "in good set terms indeed," by others, who were then profiting by scrip. Now, what has been the result of the scrip mode of mining?—Why, that in almost every instance it has proved a failure. From your last Journal I have extracted a list of Cornish mines—in all thirty-one—divided into more than 160,000 shares, wherein has been expended a sum exceeding 584,000*l.*, and upon which I much doubt whether a *bonâ fide* dividend equivalent to 1 per cent. has been realised. Added to this sad state of things, what are those thirty-one mines now worth? If I estimate their value according to the present demanded prices, what will that amount to when compared with the outlay of 584,000*l.*? If it were practicable, it would be highly curious and interesting to ascertain the respective proportions of this enormous sum laid out:—1st. In the purchase of the setts of those mines. 2d. In the payment of directors and secretaries salaries, rents of offices, &c. 3d. In mine buildings and machinery, local agencies, &c. &c.; and lastly, in underground operations.

I am, Sir, your very obedient servant,

Perran Porth, Dec. 27. W. Michell.

THE COAL TRADE.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—In justice to the Coal Trade of London, may I be allowed to request your insertion of the following letter, in answer to some portion of your leading article of Saturday last, in which, I perceive yourself, in addition to some portion of the common council, to have been equally misled as to the causes of these, so called "extensive abuses."

In the first place, I would direct attention to the individual whose memorial (if it may be so termed) has been deemed worthy of notice by the common council, and a place in your paper: deceived by his statement, you have styled him a "coal inspector"—in that you are in error, no such office being in existence, and the person in question, belonging merely to that respectable portion of the community coming under the denomination of "informers," of whom, as connected with the coal trade, he may be styled "the head;" and in support of which assertion, *vide* the columns of the daily papers, headed "police reports," for a great number of years past.

Finding an informer's subsistence is at times somewhat precarious, Mr. Thomas Bradfield has evidently had in view one of the snug appointments of which he speaks in his memorial, and which, if instituted, would entail a farther tax on the article of coal, to effect a saving on which the unsuspecting public might, from his garbled statements, innocently believe him to be desirous.

Now, Sir, I distinctly deny any abuses to exist in the way named by the memorialist, whose statement would impress parties not aware of the real facts, that the 500 unsold ships were waiting only for meters to unload them. Whereas, on the contrary, I doubt whether if even one-fifth of that number were offered for sale at once upon the coal market, they could be sold?—when during the past week, from the mildness of the weather and the unusual dulness of trade, forty ships per day have been with difficulty disposed of. I deny that at this moment there is any detention with regard to the appointment of a sufficient number of weighers, or that merchants have, as Thomas Bradfield asserts, to "purchase coals at a great disadvantage, when they do not want them, in order to have them when they do;" and can positively assert, that I have never during the last six months, had to wait longer for a meter being appointed to any ship I have bought, than two or three days, and at this time in particular, there is not a ship sold that has not a meter appointed, being what we call a "clear list."

Nothing but a ruinous temporary depreciation of prices would be the consequence of the immense stock of ships now lying between London Bridge and Gravesend, being all offered for sale, by which the public would not be ultimately benefitted, since, as Alderman Humphe y justly remarked, "you cannot compel individuals to sell their coals more than any other commodity."

With regard to the concluding statement of this memorial, I would direct your attention for a moment, as a sample of the credibility of the whole, to the following assertion, stating "the ship *Hawthorn* to have laid 269 days in the river, and made thirteen voyages to the north within the year"—and this he says, to prove half the number of ships now in the trade would adequately supply the London markets.

The absurdity and impudence of this assertion is on a par with the rest of the memorial; and I need only ask any one cursorily connected with shipping, if it be possible for a ship to make her passage from London to Newcastle or Sunderland and back, and take in a cargo in seven days, being the time allowed her by Mr. Thomas Bradfield.

I may mention also, that the turn for loading at many of the collieries, is often as long as fourteen days, and under the "turn act," which regulates the loading of ships in the Tyne, the fitters are bound to load in regular turn all ships of a certain size that apply for coals.

The coal trade has, doubtless, in common with all others, many real abuses, without having fictitious ones invented by every common informer, who has an end to gain, or such men as Mr. Thomas Bradfield.

I am, Sir, your very obedient servant,

A Coal Merchant.

London, December 26.

[We do not see with what justice our Correspondent states that we "have been misled." In quoting from the memorial, we termed it an "*ex parte* statement"—we "did not pretend to determine its correctness," and spoke of the subject in question merely as "alleged abuses."—Ed. M. J.]

MINING COMPANY OF IRELAND.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—Although a great admirer of the spirited manner in which your paper is conducted, and obliged for the valuable information it often contains, yet I frequently feel disappointed, that whilst whole columns are occupied with the lengthened notices of Foreign and British mines, not a word is said respecting Irish mines. The operations of the mining associations in Ireland are of much greater interest to many of your readers than those carried on in South America; and why you should eschew the subject I cannot account, otherwise than upon the supposition that you are afraid lest, in diving into it, you should be attacked by some ravenous *Pike*. But, Sir, although this "fish of prey" is known to infest the neighbourhood of "West Cork," I should hope many parts of Ireland are altogether free from it. Allow me, therefore, to request that you will throw out your line in that direction, and angle us some mining intelligence from Knockmahon and Luganure, as well as from Cocaes, Cata Branca, and such far-away places, about the doings at which few of your readers care a straw.

I happen to hold some shares in a concern called the Mining Company of Ireland, several of the proprietors of which reside in London, and I assure you I should be glad to see your able and independent pen employed now and then in supplying your readers with an account of the state and prospects of the undertaking. These are points, concerning which I hold, as a shareholder, it were not "folly to be wise," for to me ignorance in such cases is any thing but bliss. I grant that the concern is a very promising one, for the directors has been promising us a dividend for the last ten years, but none as yet has been made! Nevertheless, profits are made—ay, and handsome profits too—but somehow they vanish as soon as they are got: "they come like shadows—so depart." But I cannot learn that any suspicion exists of their being devoured by sharks and such like; I believe the only fish with which the company are troubled, is the *Gudgeon*—some dozen or so of which interfere with their efficient operations in the vicinity of Lower Ormond Quay; but a shoal of gudgeons is not half so much to be dreaded as a single *Pike*.

To be serious—the company's half-yearly meeting will be held in Dublin on the 4th of next month, when it is determined by a number of the proprietors to call upon the directors to divide the profits the concern has made during the present year, instead of allowing them to be expended in the prosecution of new schemes and extended operations. Let me, therefore, entreat the shareholders in London, who cannot make it convenient to be present at the meeting, to send their proxies to those who will support their views and interests. D.

December 28.

RAILWAY INTELLIGENCE.

Midland Counties Railway.—On Friday, the 22nd instant, the remaining portion of this undertaking, extending from Leicester to the Trent, upwards of twenty-two miles, and including an iron bridge over the river Trent of three arches of one hundred feet span each, was let to highly respectable contractors. The whole line is now under contract. This important railway, fifty-seven miles in length, will connect the manufacturing towns of Leicester, Nottingham, Derby, and Loughborough, containing together a population of nearly 200,000 persons, with each other, and with London; and by means of the North Midland (with which it unites at Derby), the York and North Midland and the great North of England Railway will form a direct railway communication between the Metropolis, Leeds, York, and Newcastle; the route to these important towns being by the Midland Counties Railway about nine miles shorter than by any other railway. The line between Nottingham and Derby will be completed early in the spring of 1839, and the whole railway in the spring of the following year. The portion extending from Leicester to Rugby, and which is taken by Mr. Macintosh, the eminent contractor, was commenced on the 26th inst. in a field about a mile south of Leicester.

Grand Junction Railway.—Early on Friday morning last, one of the bridges under the railway near Warrington gave way, owing to a very heavy fall of rain, which had inundated a large tract of country between Warrington and Manchester, and which, in flowing through the bridge, washed away the earth between the piers, and thus undermined the foundation. A temporary bridge of wood was soon erected, across which, during the whole of Friday, passengers with their luggage had to pass. In this way a delay of about half an hour was involved. The directors met in the course of the day, and issued a notice that, until another bridge was constructed, passengers would be liable to the inconvenience of changing luggage; but before this notice was published, by the activity of the company's agents, a wooden bridge for carrying the railway was constructed, across which all the trains on Saturday passed, and business has since proceeded as before. Mr. Locke, the company's engineer, who was in London, was sent for by express, and reached Warrington early on Sunday. He expressed himself quite satisfied with the measures that had been taken, and is now proceeding to rebuild those parts of the bridge that had been carried away.

Manchester, Bolton, and Bury Railway.—An engine and a carriage passed over about six miles of this railway, from Manchester towards Bolton, on Friday week, with a party of the directors, the object being to try the engines and carriages over the rails, part of which are laid on timber (*Kyanized*), and part on stone. The result was satsifactory as far as it went. In a short time, it is expected, an engine will be able to pass over the whole length of the line; after that has been accomplished, it will not be long, should the weather prove favourable, before this railway will be opened for passenger traffic.

Railroads in Prussia.—The King of Prussia, in his permission to construct railroads in that country, stipulates that government shall at any time be at liberty to take possession of the whole concern, paying a compensation to the existing shareholders; and farther, that at the conclusion of ninety years the railroads shall become unconditionally the property of the state.

The Railway and the Steam Carriages.—We hear of more accidents on the railroads than we choose to notice; but we think a few observations are called for, on the *nature* of the accidents. Where the machinery, from defect or disorder, becomes improper and unfit for use, and matters go wrong, the conductors cannot be blamed for it, and we can only lament that the state of art is not such as to produce a good article for a good price. The accidents, however, which happen are not usually of that character, but more frequently from want of skill, or perhaps most frequently from want of care in the director of the engine. It appears to us that as the lives of thousands, and the property of the shareholders of these stupendous undertakings, are at the mercy of the men who direct the engine, that these men ought to be of a high order of intelligence and morality, and, of course, to have a proportionately high salary. If confidence be required in a pilot, he ought to be worthy of that confidence.—*Birmingham Philanthrophist.*

TAFF VALE RAILWAY.

During a recent visit to Cardiff, our attention was forcibly arrested by the vast capabilities about to be conferred upon that port, under the munificent hand of the Marquess of Bute, whose new docks are now assuming a very striking character. The immediate connection between these splendid shipping places and the Taff Vale Railway, now in course of active formation, brought that undertaking under our notice, more in detail than at any previous time. It always did appear to us that a line of railway extending from that grand point of production, Merthyr Tydfil, through twenty-four miles, wholly consisting of a rich mineral country, to a commodious point of embarkation, like Cardiff, must contain within itself ample security for success; and the only doubts we ever entertained upon the subject were derived from the large expenditure incurred in carrying the bill through Parliament against a powerful and well organised opposition; added to a prevalent apprehension that the estimated cost of the line would be found to fall far short of the actual outlay. Our late inquiries have, however, completely dispelled these doubts, and the present posture of this useful undertaking appears to us at once calculated to cheer the shareholders, and to interest the public mind. We found, indeed, that inquiries for shares were making daily, and a few having been suddenly thrown in the market by necessitous holders, were eagerly caught up by some friends of ours, at prices which they considered too advantageous for a hope of repetition. It was manifest that confidence in the concern was rapidly gaining strength, and having possessed ourselves of a few leading features, which have lately been more noticed, in consequence of their assuming greater prominence, we think it due to our numerous friends to lay the result of our observations before them.

It appears that nine contracts, including the most important parts of the work, have already been given out, and the operations embraced by each put into active execution, under the inspection of the company's engineers, who, of course, admit of no departure from the legal specification by which the several contractors, with their sureties, are strictly bound. Not only are these contracts placed in good and efficient hands, but they have been undertaken, in every instance, on terms considerably within Mr. Brunel's estimate, and arrangements have, moreover, been made with the proprietors of land on the line, by which a large saving of expence will be further effected—the extent, we were informed, of at least 12,000*l.*—so that altogether the actual cost of the railway will prove considerably less than the estimated cost, attested before the Parliamentary committee.

The amount of traffic proved before that committee, has already been greatly exceeded by that now actually passing between the various works engaged to use the railway and the port of Cardiff, not taking into consideration one of the largest Iron Works in the world, and various intermediate sources of trade, which might fairly be excluded in the calculation: and this amount must naturally go on increasing in the ratio of the enlarged facilities for trade, which will be provided by the joint operation of the railway, and the magnificent new port at its southern terminus. It is impossible to look at the now flourishing market town of Newbridge, only a few years ago a mere village among the mountains, and whose population has *quintupled* within a very short space through the introduction of its iron and tin works, and not indulge the imagination in picturing a transplanted Birmingham or Sheffield, occupying that midway point between the two extremities of the line: so numerous are the sites, and so inexhaustible the mineral treasures adapted to their staple manufactories, continually presenting themselves on the banks of the Taff and the Rhondda. The quantity of trade, however, already provided, and the inefficiency of the present means of transit, alone furnish security for the revenue of the railway.

We have heard it urged in conversation on the comparative merits of the railway and the Glamorganshire canal, that the tonnage on the latter can be afforded so much lower, that all competition with the old acquatic road will be out of the question, excepting so far as speed, and the non-intervention of frost or drought, are concerned. Our inquiries were consequently directed to this point, among others; and we have been much misled, if the fallacy of this opinion was not clearly demonstrated by an intelligent gentleman intimately connected with the trade, who showed us a calculation proving that the present cost of conveying coal by canal exceeds the tariff in the Railway Act by at least one shilling per ton. This calculation, very properly, included all the expences actually incurred by the coal owner, in availing himself of the present mode of conveyance; the mere item of tonnage being less than one-fourth of such actually encountered cost.

On the whole our impression in favour of the Taff Vale Railway is become strong, in proportion to the distrust with which we were, at one time, disposed to regard it, influenced rather by a general distaste for similar projects which have involved the public in much loss and vexation, than by any specific objection to this individual undertaking. It is now evident that all the *solid* speculations of this description, are on the eve of recovering their just estimate, and amongst such, we do not know of one that has more tenable claims to public confidence than the Taff Vale. There cannot be much short of three millions sterling of capital at this moment employed at the chief points of commercial activity which it embraces, and when we consider the extraordinary facilities which its completion will afford, and the immense mineral resources to which these facilities will be applied, we do not think there is much danger of excess in calculating on at least a double amount of trade. We therefore are inclined to feel somewhat jealous for the honour of our little Cambrian Railway, and to put in an appeal for more attention to its merits than hitherto appears to have been bestowed upon them.—*Cambrian.*

PROBABLE EFFECTS OF THE RAILWAY SYSTEM.

It might be a curious speculation to inquire into the probable effects of the railroad system on mankind. Certainly no system ever became so popular, and so suddenly and so widely popular. France has begun to fling out those gigantic arms of communication over her noble country. Belgium exults in the commencement of a web of railroads, in which it expects to catch all the stray dollars and centimes of the continent. The transit from Ostend to the Rhine will, in the course of a year or two, be an affair of a couple of hours. Germany is shaking off her sleep; her blacksmiths are lighting their Hercynian forges, and from the mountains of the Hartz to the Tyrol, huge men, with antediluvian visages and Cyclopean arms, are hammering at iron wedges, rails, and gear, for "fire horses." Prussia is laying down railroads from her capital to France, to Poland, and to Austria; the puzzling question of her politicians being, whether she thus invites invasion, or proposes defence. But politicians are blockheads on all matters of common sense, and of all blockheads the German politician is the most profound, headstrong, and hopeless. The merchant, the traveller, and the tinker, know better things. They could tell them that the roughest of royal rough-riders was never able to whip and spur either Frenchman, Belgian, Russian, or Austrian into belligerency, more then fifty years out of every hundred.

But, thanks to the growing common sense of mankind, they will never be able to do even this again, and that the world are beginning to discover that fifty years of victory are not worth one year of peace. In short, the world has evidently become a buying and selling world, a vast spinning and weaving community, a vast aggregate of hands and heads, busy about the main chance, and much more inclined to eat, drink, and be happy, than to burn each other's warehouses, or blow out each other's brains. That war will never cease out of the world, is a theorem founded on the fact that the countless majority of mankind have a strong tendency to be fools; but we may establish another theorem, that the more difficult it is to make war, the less likely it is to be made. The more mechanical dexterity, personal ingenuity, and natural expense that is required to make war, the more will success be out of the power of brute force, and the more in the power of intellectual superiority Let war come to a conflict of steam-engines, and all the barbarian rabble of the world, Turks and Tartars, Arabs and Indians, Africans and Chinese, must obviously be out of the question at once. They may massacre each other, but they must fly from the master of mechanics. All the half-barbarians, Russian, Greek, Pole, Swede, and Austrian, must make the attempt only to be shattered; and Field-Marshal Stephenson, with his squadron of fire-horses, galloping at the rate of eighty miles an hour, must consume their battalia with the breath of his nostrils. Thus England, instead of feeling alarmed at the sudden passion of foreigners for mechanism, should rejoice to see the passion spreading, should encourage them to throw all their powers into mechanical rivalry, and exult in every railroad that shoots its serpent line among the hills and valleys of the continent, and hail the smoke of every steam-engine that trails its murky line along its sky, as not merely an emblem, but an instrument of their own superiority. Mechanism, the great power of art, is as exhaustless, as any of the great powers of Nature, for it is only the exhaustless vigour of intellect combining with, and commanding the secrets of, Nature. Ten thousand years might roll on, and every year see a new advance of every kingdom of Europe in invention, and England keeping a head of them all, and, like one of her own engines, showing her speed by the sparks that lighten the road behind. The steam-engine, in its effective state, is but little more than half a century old, for its invention, in the time of Charles II., left it for upwards of half a century little more than a toy. In half a century more, its present perfection may be looked upon as little else than that of an ingenious plaything. It is scarcely ten years since the steam-boat first ventured to sea. Thirty years ago the late Lord Stanhope was laughed at by all London, for his attempt to swim the steam-boat from London Bridge to Greenwich. It now dashes from the Tower to Gibraltar, and from Gibraltar to Constantinople; or shoots down the Red Sea, fights the monsoon on its own ground; sweeps to Bombay, Ceylon, and Bengal, and astonishes the Mogul and the Emperor of China, the same morning with the last month's newspapers from London. The railway in its present power, is not ten years old, yet is already spreading, not merely over Europe, but over the vast savannahs of the new world. What will all this come to in the next fifty years? What must be the effects of this gigantic strider over the ways of this world? What the mighty influence of that mutual communication which, even in its feeblest state, has been in every age the grand instrument of civilisation! Throw down the smallest barrier between two nations, and from that hour both become more civilised. Open the close-shut coast of China or Japan to mankind, and from that hour the condition of the people will be in progress of improvement. The barbarian and the despot hate the stranger. Yet, for the fullest civilisation, freedom, and enjoyment, of which earth is capable, the one thing needful is the fullest intercourse of nation with nation, and of man with man. The European passion for the railroad is certainly one of the most singular, as it is one of the most cheering characteristics of the age. Like all the instruments of national power, it may be made an instrument of national evil. It may give additional strength to the tyrannical, and accumulate force against the weak, pour resistless invasion against the unprepared, and smite the helpless with unexampled rapidity of ruin. But its faculties are made for peace; its tendency is to make nations feel the value of peace; and unless some other magnificent inventions shall come to supersede its use, and obliterate the memory of its services, we cannot suffer ourselves to doubt that the whole system, which is now in the course of adoption with such ardour throughout Europe, will yet be acknowledged as having given the mightiest propulsion to the general improvement of mankind.—*Blackwood's Magazine.*

Extraordinary Discovery.—About thirteen years ago, while the workmen in the employ of Mr. Gelder, of Clayton West, were boring in a stone quarry, they found the remains of three children deposited there in earthenware vessels; and during last week, while working in the same place, they found the bones of another child, about four years of age. The circumstance has caused a great sensation in the neighbourhood.—*Leeds Intelligencer.*

The Salt Trade.—Samuel Tombs, Esq., of the Droitwich Patent Salt Company, and Thomas Fowler, Esq., of the British Alkali Works, Stoke Prior, have been placed in the Commission of the Peace for the borough of Droitwich, which appointments have given universal satisfaction to the inhabitants of the town and neighbourhood, as both the gentlemen are highly respected as honourable and intelligent men of business, and the compliment paid to the staple manufacture of the respective places will not fail to be duly appreciated by the several shareholders to whom these two gigantic concerns belong. We are informed, says the *Birmingham Herald*, so brisk is the salt trade at the present moment, that it is the intention of the proprietors to erect four new works at Droitwich in the early part of the spring; and it may astonish our readers to be informed that the muriate of soda used in the chemical works at Jarrow, near Shields, in the county of Durham, is procured from the brine pits at Droitwich; although salt works have, for time immemorial, been carried on on the very margin of Jarrow Slake, and from which the northern counties have, till a very recent date, been principally supplied. The process of the manufacture is very simple, being merely that of evaporation in large shallow pans, and the quicker the operation is performed the finer is the crystal. What is termed broad salt and bay salt is made from the same brine, and frequently in the same pan. That collected from the portion of the pan placed over the immediate action of the fires, being of the finest grain, is sometimes put into wicker baskets for table use; while the crystals more remote are larger and coarser, and are applied to domestic purposes, fish-curing, and the Arts. The work is mostly done by women, who are obliged to attend to their fires both by night and day; and in the summer, from the high temperature to which the drying stoves arrive, are not to be envied by operatives in the warmest climates; while in winter, the sudden change from hot to cold they are sometimes compelled to make, subjects them to those chest diseases to which all persons similarly circumstanced are liable, though fewer die of consumption than the nature of their employment would lead one to suppose.

WHEAL BREWER SILVER, LEAD, AND COPPER MINE, Calstock, Cornwall.—Notice is hereby given that the SPECIAL GENERAL MEETING of the Shareholders in the above Mine, held at Elliott's Royal Hotel, Devonport, on Tuesday, the 19th December, to receive the report of the directors, relative to the number of shares Forfeited according to the Deed of Trust, and also to consider the propriety of Dissolving the present Company, or to decide on the expediency of enlarging the Sett according to a plan then submitted, was ADJOURNED to Tuesday, the 9th January, 1838, at Elliott's Royal Hotel, Devonport, at Half-past Twelve for One o'clock in the afternoon, for the further consideration of these subjects. H. R. RAMSEY, Chairman.

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Entomological	17, Old Bond-street	Monday	8 P.M.
Geological	Somerset House	Wednesday	8½ P.M.
Zoological	28, Leicester-square	Thursday	8 P.M.
London Electrical	Adelaide-street	Saturday	7 P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

PUBLIC COMPANIES.

MEETINGS.

Single Rose Tin Mine	Devonport	Jan. 5	5.
Alliance Gas Company	39, Finsbury-circus	9	1.
South Polgooth Mining Company	20, Basinghall-street	18	1.
Duke of Cornwall's Harbour	London Tavern	25	1.

CALLS.

Cornubian Lead and Silver Mine	10s.	Dec. 30	As former calls.
Glasgow, Paisley, and Greenock	3l.	Jan. 10	Greenock; Lond. & West. Bk.
South Polgooth Mining Company	10s.	10	Office; Lond. Joint Stock Bk.
Great North of England Railway	3l.	17	As former calls.
Great Western Railway	10l.	19	As former calls.
Midland Counties Railway	5l.	20	As former calls.
Wheal Gilbert Mining Company	5s.	23	Hore, Lond.; Grylls, Redruth

DIVIDENDS.

Tincroft Mining Company	5s.	Office	Jan. 1
South Australian Company			15
Mexican and South American Company	10s.	Office	16
Coventry Canal Company	24l. per share, for half year.		
Wicklow Copper Mine Company	10 per cent. for half year		Feb. 1

NOTICES TO CORRESPONDENTS.

SHARE LIST.—We have to acknowledge the receipt of several suggestions with reference to the proposed alterations, and while we convey our thanks to our correspondents, we invite them to afford us such further hints as may conduce to the objects we have in view. The list is undergoing revision, and we trust that, in its altered form, with the first Number in the new year, we shall meet the wishes of our subscribers.

We have received the letter of our Correspondent, a "Cornish Miner," but are compelled to defer it till next week, when we shall have great pleasure in giving it insertion. A paper on the "Theory of the Formation of Mineral Veins," in No. IX. of the "Mining Review," appears to us to meet some of the views advanced by our Correspondent in his letter.

The "Report of the London Provisional Committee for Promoting Steam Navigation with India, viâ the Red Sea," with the letter of the Chairman, has been received, and shall be duly noticed. It will be seen, on reference to our Journal (No. 93, and Supplement XIX.) that this great national undertaking has already received our attention and support.

IMPERIAL BRAZILIAN MINING COMPANY.—By an error of the press, we last week reported the "*ruin* in the adit level"—whereas the term should have been "*run*." We are happy to find, by reference to the correspondence, that the successful progress of the mines is only "*retarded*" by the circumstance, and not "*ruined*."

ENGLISH v. BLUNDELL AND OTHERS.—The report of the proceedings in this action, in which the "Anglo-American Gold Mining Association" are defendants, is again necessarily deferred until next week.

RAILWAYS.—We would direct attention to the pamphlet of Mr. George Walter, on the London and Greenwich Railway, noticed in our present Number. As there are other companies who may be anxious to "get out" their shares, we trust a similar mode of managing the market will not be adopted.

TITLE-PAGE AND INDEX.—These will be given next week.

THE MINING JOURNAL,

And Commercial Gazette.

LONDON, DECEMBER 30, 1837.

With the close of the present volume, it may naturally be expected by many of our subscribers, that their suggestions will not be allowed to pass unheeded in the commencement of our next. In this they will not find themselves mistaken, as we flatter ourselves the first Number of our Sixth Volume (with which will be furnished Title-page and Index to the present, as also to the Supplements already published), will convince our friends that we are neither unmindful of the support we have received, nor of the value of their suggestions. We do not deem it necessary to particularise the several alterations or amendments which we shall feel it our duty to make, but we cannot allow the present opportunity to pass without expressing our intentions to direct our notice more particularly to several subjects of immediate interest and importance to the commercial world, and to the constant revisal of the Share List. The progressive advancement making by Joint-Stock Banks, and the magnitude of the interests involved in their success, will not be lost sight of, measures having been already taken for securing to our readers information on all points of importance connected with these undertakings. This, with other additions to the information conveyed through our columns on subjects of moment to those embarked in Mines, Railways, &c., will, we trust, be found to tend to the promotion of those interests it has been our pride to represent; and the labour devoted to the acquisition of which, has hitherto, we are happy to say, been amply repaid by the success which has attended our exertions.

With sincere and grateful thanks for past favours, with an assurance of redoubled zeal and exertion, and the pledge that the same independence shall be maintained which has heretofore been the characteristic of our columns, we now take a farewell of the Year and of our present Volume.

The great and fundamental principle, that "union is strength," although simple and obvious—directly consequent, indeed, upon laws which prevail with equal force, both in the moral and the physical world, has, till comparatively recent times, been limited and circumscribed in its operation, producing but few of those extraordinary effects to which it is so peculiarly applicable. If we look back to the periods of remote antiquity, we shall find that the principle of union, or co-operation, was exclusively confined to the mere physical efforts of mankind—it was the united, but compulsory labour of slaves or captives, which reared the stupendous pyramids of Egypt—it was the ingenious union and combination of physical strength which formed the impenetrable phalanx of the Greek republics, while the citizens of the Roman empire were similarly combined under some master genius, to form those powerful armies which overrun and subdued all the then known world.

On tracing the records of history, almost to the present time, it will be found that the combined efforts of mankind have been almost exclusively directed to the accomplishment of objects which, whether physical or political, have but little reference to the arts of peace, and to the permanent well-being of society, although it will hardly be disputed that these are the highest ends to which the powerful principle of union or combination admits of being applied. The "East India Company," one of the oldest, as it is beyond comparison, infinitely the most extraordinary and most powerful trading community that ever existed, dates its origin less than two centuries and a half ago, in the year 1600, while by far the most important and influential part of its career goes no farther back than the middle of the last century, when the valour and energy of Lord CLIVE, aided by a singular combination of political circumstances, succeeded in reducing under its control the most important provinces of the vast empire of Hindostan.

The "Bank of England," a corporation which ranks second in power and political importance to the "East India Company" alone, dates back its origin scarcely a century and a half ago (in the year 1693); and to dilate on the enormous influence of this commercial body, and its close connexion with many of the most important events which have taken place in this country since that time, would greatly exceed our limits, as it is foreign to our present purpose to enter into such details. We have indeed shown, in the brief retrospect we have now taken, a circumstance almost too notorious to require proof—the very recent origin of organised combinations of capital and exertion to accomplish those social objects which are unattainable by individual exertion alone.

The farthest, and perhaps the most important extension of this great principle, belongs, however, to a period still more recent—it has, in fact, sprung up almost within the recollection of the present generation—we allude, of course, to those Associations which are commonly designated "Joint-Stock Companies." By this modification, the union of a large number of small capitalists, or rather perhaps of persons, each contributing a comparatively small and variable amount of capital, has been made to accomplish similar extensive objects to those undertaken by the older chartered corporations, generally consisting of a few individuals possessed of enormous wealth.

During the late commercial crisis, from the effects of which we are as yet but slowly recovering, the establishment of Joint-Stock Companies, formed, undoubtedly, in many cases, the basis of fraudulent schemes, and offered facilities which, in the excited state of the public mind, were too easily turned to account by speculative and designing individuals. To estimate the re character and value of these Associations, we must, therefore, take a somewhat wider range than the transactions of the last year or two, and not lay an undue stress on the few, but unfortunately too prominent, schemes which have lately been brought before the public in this shape.

It is chiefly by companies formed on the joint-stock principle, that the system of internal communication by means of canals has been carried into effect throughout this country, and of the invaluable results which have thus been produced, as regards our national industry, it would be superfluous to speak, while in numerous instances the individual benefit of the shareholders has fully kept pace with public advantage. Steam navigation, one of the highest achievements of modern science, has been promoted in its rapidly spreading career through the influence of the principle to which we have before alluded, while the Railway system, the most recent and most extraordinary triumph of scientific and mechanical ingenuity, has been almost entirely fostered by the enterprise, the capital, and exertions of Joint-Stock Companies. The same great principle has very lately been applied, and with a degree of success which, considering all things, is truly extraordinary, to the formation both of Provincial and of Metropolitan Banks—and of the valuable and prosperous results which have attended them, the reports which have frequently appeared in our Journal have afforded abundant and convincing proofs.

To furnish one more example of the action of this principle, we may name that powerful and talented body, the British Association—in point of fact, a Company instituted for advancing the researches of science, for promoting the dominion of mind over matter, and effecting by combined and well-directed exertion those ulterior investigations and discoveries which, from individual efforts, except by slow and painful progress, now appeared scarcely practicable.

Other objects now effected by the great principle of combination, scarcely less extensive or important than those before mentioned, might easily be enumerated, did it fall within our limits or design to enter more fully upon the subject which has been introduced. This, however, is totally unnecessary, for we have already shown, from striking and familiar examples, the wide-spread influence of this principle, and the extraordinary results which are produced by the co-operation of exertion and capital in effecting some of the most important social arrangements of the present period.

It is chiefly, however, to a consequence proceeding from the state of things which we have now described, that we would on the present occasion direct the attention of our readers—we allude to those modifications of existing laws, which are indispensable to the well-being and prosperous existence of Joint-Stock Associations. We insert in another column some excellent remarks on this subject from a provincial contemporary—the *Plymouth and Devonport Journal*—on a case which lately occurred in the Court of Exchequer, wherein the Acts of a Joint-Stock Company (the "Northern and Central Bank of England") were attempted to be invalidated by the defendant, on the ground that "certain spiritual persons in holy orders," were partners in the bank. In a case involving results of so much interest to the community, the Court has wisely deferred passing judgment at the time; but from the strict and literal construction of certain Acts of Parliament bearing on the subject, it is perfectly obvious that in point of law there are sufficient *legal* grounds for the defence, however weak in a moral or equitable point of view.

We need hardly state that the law to which we have referred, however excellent in its professed object and general tendency, is totally inconsistent with the present state of society, if it admits of being interpreted, as in the above case, and we trust, therefore, we shall not be disappointed in seeing it either modified or repealed during the present session of Parliament.

Admitting in its fullest extent the principle which precludes clergymen from engaging in trade or business, in which indeed they could not possibly be successful, except by the entire sacrifice of their higher and more legitimate calling, we still contend, and the fact appears too strong to require argument, that there can be no such objection against their becoming partners in Joint-Stock Associations, and investing in such channels property which might otherwise remain dormant and unproductive. Were it possible, indeed, to make any such provision, it would rather be reasonable to afford persons in holy orders increased facilities in this mode of investment (precluded as they are from so many of the ordinary channels), than to throw any obstacle in the way of their thus advantageously employing the property they possess.

Frivolous and vexatious as the legal proceedings may be to which we have referred, we believe they will be attended with much public benefit, by strongly drawing attention towards enactments which, in the present state of society, imperatively demand revision. Mr. BLEWITT's late motion in the House of Commons, for leave to bring in a Bill "To render valid all trading contracts entered into by persons in holy orders," will, doubtless, have the effect of removing the anomaly complained of, while such liberty, if duly modified, need not be in the slightest degree derogatory to the sacred profession. The motion to which we have alluded will, we hope, be followed up by the honourable member, who could scarcely do the public a more essential service than by placing on a secure and satisfactory foundation all those enactments which relate to the regulation of Joint-Stock Associations.

THE FUNDS.

CITY, FRIDAY EVENING.

The market has, during the past week, been in a very feverish state, and a more considerable decline has taken place both in the British and Foreign Funds than has been experienced for some time. The advices from Canada of the state of affairs there, have had the effect of depreciating the price of Consols 2 per cent. since our last quotations. The market, however, has since partially recovered, the Bulls having rallied, and several purchases of Money Stock having been made, in the expectation of a re-action, there has not been much business of importance this day, although prices have been sustained. On Saturday last the fall was fully 1¼ per cent. from the prices quoted on the preceding day, but they have since recovered 1 per cent., leaving off at 93⅜ ½. So unexpected and sudden a decline naturally created considerable excitement both in and out of the House. Exchequer Bills and India Bonds were but slightly affected, and leave off a shade lower than our last quotations. Bank Stock has been done as low as 203, but is now again 205. India Stock, which had also experienced a fall of about 2 per cent., is also again quoted 266½. The Money Market decidedly continues to improve, and its general appearance more firm. Bets have been made that Consols will regain their former price before the "opening."

In the Foreign Market, the advices from Bahia, of the revolt which had taken place, spread considerable alarm, and seriously affected Brazilian and other Bonds; in the former, which we last week quoted at 80, a fall of 8 per cent. has taken place, they having been done as low as 72; they, however, have since slightly recovered, many having realised upon the fall, and leave off 74 ½; Portuguese Old Bonds, which were also quoted last week 73 ½, are now 65. In Dutch Bonds, and other foreign securities, much business has also been done, at lower quotations.

In the foreign house it was settling day, which passed quietly over. The weight of differences lay in Brazilian securities, in which the variations of price have been the most extensive. No great amount of business, however, had been done in them, previous to the first great fall two days ago. The chief object of interest to-day, continued to be Brazilian Bonds, which, after fluctuations of no great extent, settled down at the quotations of last evening, 74 ½.

In the Share Market considerable fluctuations have also taken place in Railway Shares. London and Brighton have advanced fully 2*l.* per share. London and Greenwich much about the same price as last week. In the London and Birmingham shares, an advance of 10*l.* has taken place, and 5*l.* in the Quarter Shares, the prices being heavy in the early part of the week. Great Western have also risen 5*l.* per share, being quoted 67½. London and Southampton are a shade better, the New Shares being at an advance of 3*l.* Altogether there has been much business doing, and the market has assumed a character of firmness which it did not possess last week. In Mine Shares business has been limited, but in two or three undertakings higher prices have been obtained; indeed, the market may be said to be now weeded of most, if not the whole, of the *adventures* got up for speculation, and attention seems directed to the value of those remaining—one sure test being that of the "ticketting paper."

Consols closed at 92⅜ ½; the Three-and-a-Half per Cent. Reduced Annuities 98⅜ ½ money, and the New Three-and-a-Half per Cents. 99⅜ ⅜; Bank Stock 205 money. The premium upon Exchequer Bills at 2½d. per diem 44 46; at 2d. per diem the same.

Brazilian Bonds 74½: Colombian 23½ ⅜; Mexican Six per Cents. 25½ ⅜; Portuguese New Bonds 29⅜; the Three per Cent. ditto 19⅜ ⅜; and the Old Five per Cents. 65½. Spanish Actives 19⅜ ½ with the May Coupons, and ex ditto 19½. Passive Bonds 4½, and Deferred 6½ 7. Danish Bonds 72 ½; Dutch Stock 53½ ⅜; the Old Fives 101; and the New Loan 99½ ½.

Great Western Railway Shares 12½ premium; Brighton 1 discount. Birmingham 68 75 prem.; Quarter ditto 20 22 prem. Greenwich 4½ dis. Southampton 14 dis; New ditto 12½ prem. Colonial Bank Shares are at par.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 92⅜ ½; Exchequer Bills, 44 46 pm; East India Bonds, 25 27 pm; Dutch Five per Cents., 100⅜ 1½; Ditto Two-and-a-Half per Cents., 53½ ⅜; Portuguese Five per Cents. 29½ 30; Ditto Three per Cents., 19½ ⅜. Railways:—Brighton, 3⅜ 4 per share; Great Western, 12 13 pm.; London and Birmingham, 72 5 pm., New, 21½ 2½ pm.; Southampton, 13½ 12½ dis.; New, 13½ 12½.

REDRUTH, DEC. 28.—Average standard, 107*l.* 18s.—Average produce, 8½.—Average price, 6*l.* 0s. 0d.—Quantity of ore, 2414.—Quantity of fine copper, 195 tons 1 cwt—Amount of money, 14,409*l.* 3s. 0d.—Average standard of last sale, 107*l.* 7s.—Produce, 7½.

LONDON, DEC. 29.—Copper continues firm. Tin is again lower. Lead has advanced, and the market looks well for a further rise, as also Iron. Spelter is firm.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin from the port of London to foreign ports during the past week, ending the 26th inst., is as under:—Gold coin to British West Indies, 140 oz.; New York, 2250 oz. Silver coin to Rotterdam, 3000 oz.; New York, 8600 oz.; Mauritius, 5800 oz.

THE NORWICH UNION LIFE OFFICE.—The liabilities amount to 3,694,860*l.* 19s. 1d. The assets to 3,771,572*l.* 18s. 1d—the mortgages to 1,172,813*l.* 16s. 4d., and the general balance in favour of the Society, taking the actuary's valuation of the liabilities and the office estimate of the value of the assets, amounts to no more than 76,711*l.* 19s.; without the promised bonus. One hundred and seventy-two thousand pounds have disappeared under the management of the Secretary and four Directors, reduced in 1831 to three, in office disbursements and insufficient securities.—*Norwich Mercury.*

HAREFIELD COPPER AND ZINC WORKS.—The great novelty in these works seems to be the fine process of manufacturing sheet zinc, which the company have been the first to bring to perfection in this country. The use of plates of malleable zinc is now becoming very general; and seems, indeed, to be universally introduced in the modern system of building. It is fast taking the place of copper in many instances, and of lead and tin many more, being so much cheaper and lighter than the two former. Thus, copper is about 102*l.* per ton: sheet zinc about 25*l.* per ton. Lead is the same price as the zinc, but requires to be four times thicker when laid down, which of course makes it three-fourths dearer.—*Monthly Repository.*

LONDON AND GREENWICH RAILWAY.

It is a source of regret at all times to find that a variance should exist between those on whom devolve the expenditure of the public money and in whom confidence is reposed. That such, however, is the case in this undertaking, unfortunately cannot be denied; and a pamphlet forwarded to us this week (when published we know not), discloses some of those "secrets of the prison-house," which, we lament to say, reflect but little credit on any of the parties concerned. The instance now before us, however, affords such ample information as to the mode in which companies are formed, the virtue of directors, and the liberality of public bodies we feel ourselves called upon to enter upon a review of the doc... which the pamphlet in question presents, and in commenting on which, while we shall endeavour to avoid personalities, we shall not attempt to throw the cloak of concealment over any act which comes before us. We purpose not to offer any remark on the preface, introductory of the subject matter of the pamphlet, and if we avoid touching upon points on which Mr. Walter naturally feels sore, and expresses himself in terms of apparent harshness, he must not consider that we are insensible of the services rendered by him to *the company*, while we have to express our regret he should have allowed himself to be "gulled," or rather to have been made the medium of "gulling" others. A few extracts will suffice for our object, and we trust on all future occasions that the lesson taught by the present *exposé*, will not be lost on projectors, directors, or shareholders.

It appears then, that a committee appointed at a meeting held on 21st July last, of nine of the shareholders, of whom Mr. Thomas Hammond was chairman (a gentleman by-the-bye, whose name we think is familiar to us in some other companies), addressed Mr. George Walter, calling upon him to state in writing what he might deem proper, having reference to certain matters connected with the London and Greenwich Railway Company. To this Mr. Walter replied, and it is to this communication we shall first direct our attention. We may notice, *en passant*, a charge made against one of the directors (we presume the Rev. Mr. M'Donald, formerly "managing" or "resident director" of the Steam-Washing Company), of having "contrary to the Act of Parliament," endeavoured to persuade the directors to construct "a viaduct of wrought-iron arches on *his* own patent"—a project which was found to be impracticable, and therefore abandoned; the result having the effect of causing the reverend director to retire from the direction. With the personalities in which we regret to find Mr. Walter indulges, we have nought to do—he feels himself injured, and we are bound to admit we think justly so, although there are some points in which he is certainly not altogether blameless, as however good his opinion might be (and as a proof, we have the introduction of his family and friends into the undertaking), he was not warranted in practising a deception on the public, such as the disposal of 19,400 shares out of 20,000, when it was assumed that the Parliamentary contract deed was not fictitious, but that the whole of the shares had been issued, and where the means were rendered secondary to the end attained. We cannot but express our surprise and indignation, that a board of directors should have been *bold* enough to sanction such a course, but who possessed too much *cowardice* to maintain its propriety. We must here quote Mr. Walter's own words:—

"It must be remembered that, during our progress through Parliament, only two or three directors were to be found at their post, and no less than twenty-one petitions were presented, to be heard by counsel against the passing of the Act:—that I procured, at considerable expense (*Query, how procured?*) the signatures to the parliamentary subscription deed, amounting to 400,000*l.*; that I have paid large sums which *could not appear in the accounts of the Company*, that to the agents and others connected with the public press;—I also defrayed all expenses of offices, clerks, &c. previous to obtaining the Act, during which time I had no remuneration, (my salary commencing from May, 1833); that on the passing of the Act, only 615*l.* had been paid as deposits on the 20,000 shares, instead of 20,000*l.*; 600*l.* *had been spent, and* 15*l.* *remained to pay about* 2000*l.*; in this dilemma (and be it also remembered, the few shares that were out, were selling at 10*s.* each), *when the directors had considered it as the only resource to pay the expenses of the Act out of their own pockets*, and abandon the undertaking, I volunteered to *get out* the 19,400 shares, an offer which was gladly accepted:—I considered I had a *carte blanche* from that moment, and which was, *as I conceived*, subsequently confirmed by the minutes, and every week's *inquiries* by the directors, such as 'Well, Mr. Walter, how are you getting on with the shares? &c.' —'Mr. M'Intosh will want so many thousands on such a day,' and so on; if I pleaded there was no market to sell on, the reply was—'we must have money, you must get it somehow or other;' I then had to borrow on the shares, or sell privately at any sacrifice, to raise money for the use of the company; the party alluded to in the minute of the 5th of March, 1834, helped me for a time, but subsequently gave it up in despair, as from the eagerness of others to sell, the shares had fallen to a discount; and *to again obtain a market*, a very heavy sum was necessarily expended, *to enable the company to go on and get the calls paid.* I will not arrogate too much to myself, but I must beg to state, that in addition to my obtaining the capital of 400,000*l.* by disposing of the 19,400 shares thrown on the company's hands, I also, through my exertions in the market, procured the 133,300*l.* on debentures; and I confidently assert, that by the arrangements I had suggested and adopted, the capital of 200,000*l.* under the new Act, would very long since have been at the disposal of the company."

From this statement, it will be apparent that the company commenced operations in debt 1985*l.*, or rather that it had 15*l.* as a balance, with 2000*l.* liabilities, after the passing of the Act of Parliament and the contract deed signed; that out of a capital, consisting of 20,000 shares, on which 20,000*l.* should have been paid, the number of shares actually taken up was only 615, or about one thirty-third of the deposits; and this deposit, be it remembered, being only one twentieth the amount of the share, the total capital being 400,000*l.*, so that the directors were in possession only of *six hundred and fifteen pounds* out of *four hundred thousand pounds*—and yet the company obtained an Act of Parliament—by what means we will not now inquire, and which, after the *exposés* which have taken place, to dive into, is perhaps unnecessary. We must, however, proceed—Mr. Walter remarks: "The means thus resorted to of 'managing the market' are of every day occurrence in other companies, and sanctioned by a certain clause in all Acts of Parliament—that of buying and selling shares, &c." We must confess we were not prepared for this, and if such clauses be introduced in Acts of Parliament, we will venture to say that they are *designedly* introduced, and as *undesignedly* passed by the legislature.

We have in another document an explanation of a charge made against Mr. Walter, with reference to some 250 shares, into which we shall not enter, except to remark that although there might be "no secrecy in the transaction," and that the shares "were transferred by the proper officers, and in precisely the same manner that all other transfers had been made," yet it is not quite clear to us that the terms of the Act were strictly adhered to, which, we presume, embraces amongst its clauses one which requires the payment of all calls antecedent to a transfer being made. We proceed to make another extract—

"In the month of June I was *employed by some of these* (the new) *directors* (and which can be proved by reference to a minute passed at the board, at which the present chairman attended), to carry on operations *of a precisely similar character*, and which, for obvious reasons, are now denied, leaving me minus 244*l.* 10*s.*"

To this the following note is attached by way of explanation:—

"*That* of getting the shares up to a premium, in order to induce the public to take up the new shares and raise the capital for carrying on the works. *The shares were by these means raised in a few days from seven discount to three discount.*"

What will the shareholders in the London and Greenwich Railway think, when they learn that by a sacrifice of only 244*l.* 10*s.*, the value of the undertaking was raised eighty thousand pounds in the estimation of the public, and that by a manœuvre, disgraceful to all parties concerned? The committee, in their report (which is introduced) give full credit to the zeal, activity, and personal energy of Mr. Walter, while they admit that the directors who had preferred charges against him, when called upon by the committee to substantiate them, declined doing so—the object, perhaps, having been attained for which Mr. Walter had been found useful. He indeed was made the deceptive medium, by which 19,400 out of 20,000 shares were disposed of *after* the passing of the Act—he culpably lent himself to "the management of the market," by raising the shares in artificial value some 70,000*l.* to 80,000*l.*, at the trifling cost (at his expense) of 244*l.* 10*s.*—their turn was served, the fruits of office were sweet, the railroad began to afford evident proofs of fair prospects of success, the income was found to be increasing, and public confidence being restored to undertakings of this nature. Then it was, that after six years services as managing or resident director—an office admitted on all sides to have been faithfully fulfilled, and zealously performed—we find Mr. Walter dismissed, and a committee of three appointed to perform those offices which had been heretofore ably rendered by one.

We feel half disposed to dilate on the subject, but space will not admit. Several extracts from the minutes appear, and the copy of an account in the Ledger clearly evidences the fact that the directors were cognizant of the "management of the market." We have again to express our regret there should have been occasion to advert to these variances, but we have it in print before us, and if there is one act in which we least envy the directors for the time being, viz. Messrs. G. Honey, J. Yates, —Valpy, W. W. Smith, W. R. Hodges, W. Duckworth, Major Thornhill, Captain Page, and the Rev. J. Macdonald, we must confess it is that of the paltry minute which ordered the name of "Walter" which had been affixed to one of the locomotive engines "by subscription of the working engineers," to be removed. All liberal men must have but one opinion, when they find that personal feelings allow "a board of directors" thus to descend. To George Walter, "whatever may have been his faults" (we quote the words of the committee), are the public indebted for the London and Greenwich Railway; to "his extraordinary zeal, activity, and personal energy," is to be ascribed the successful issue of the measure, and we feel with him, that it is hard to rob him of the credit so justly due. We may, in conclusion, add, as we are informed, that *a million and a half* of persons have travelled by the railway between the 14th December, 1836, and the same date in the present year, being upwards of 4000 daily—the amount received from whom was nearly forty thousand pounds; the expenses during the like period being, about seventeen thousand pounds. This, we must admit, *is* satisfactory, when we reflect that an amount of 700,000*l.* to 800,000*l.* has been raised for the construction of a railway of three and a half to four miles, or the sum of 200,000*l.* per mile.

PROCEEDINGS OF PUBLIC COMPANIES.

JOINT-STOCK BANK ASSOCIATION.

A meeting of the members was held at the offices of the association, on Saturday, the 9th inst., the objects being to consider the expediency of strengthening the association, and the means to be adopted for that purpose; and further, more especially to consider the propriety of re-establishing the *Economist* newspaper, or determining on the course to be pursued whereby the interests of Joint-Stock Banks might be promoted through the medium of the press.

Sir F. Knowles, Bart., in the chair.

The chairman having briefly introduced the subjects to which the attention of the meeting would be directed,

R. J. Blewitt, Esq., M.P., rose for the purpose of acknowledging the obligations which the joint-stock banks were under to Mr. Joplin, for the exertions made by that gentleman in protecting and promoting the interests of associations of this description. The worthy member, who is, we believe, the managing director of one of the banks in South Wales, observed, "we have a very large establishment in Monmouthshire, and are deeply interested in the joint-stock system, which has proved to be a good one, by the ordeal it has passed through during the last year. There was a time when banking was exclusively in private hands; and if this had been the case during the late pressure, we should have had a great many failures, but the brunt of it having fallen upon the joint-stock banks, they have been enabled to survive the struggle, and if any loss has occurred, it has been divided among the shareholders, while the public has been benefitted in every point of view. The system has, therefore, proved itself to be a good one." He concluded, by strongly urging upon the proprietors in joint-stock banks the importance of contributing their aid in the establishment and support of a Journal which should be devoted to the advancement of their interests.

T. L. Murray, Esq., in addressing the meeting, observed, that during the late pressure, every branch of commerce had felt the necessity of having assistance which private institutions could not have afforded. If there had been none but private banks therefore in existence, the country would have been undoubtedly involved in much greater distress. It was only due to the joint-stock banks to have it acknowledged, that the late pressure was from their formation not so calamitous as it otherwise would have been, it being generally admitted by the mercantile interests that from the support given by them to public credit, the late pressure had not been so severely felt. The public, as well as joint stock banks, were greatly indebted to Mr. Joplin, as being the individual from whom this advantage emanated. He should be glad to see some arrangement effected, which would not only be useful to the banks and to the country, but also to himself. Mr. Murray concluded by suggesting that it might be desirable for the present to employ some extensively circulated paper, as a means of conveying the sentiments of the association to the public.

Mr. Blewitt was also of opinion that the joint-stock banks ought to have at their command, an avowed organ in which their opinions might be seen, and where all parties interested might look for such opinions.

The Chairman—If we establish a paper I think it should take no part in politics, whereas, all established journals have a political bias.

Mr. Murray stated to the meeting that an offer had been made by an influential party to resume the publication of the *Economist*, if a certain number of copies were taken; he felt that it was important the joint-stock banking interest should have a paper, but that which appeared to him to be the first and more essential point was the more complete formation of the association.

The Chairman observed, with reference to the first point—that of a publication devoted to their interest—it was important that the paper should circulate throughout the commercial and monetary world.

D. O'Connell, Esq., M.P., addressed the meeting at some length on several deficiences in the law as applicable to joint-stock banks, and adverted to the notice given by the Chancellor of the Exchequer of his intention to appoint a committee to inquire into the management of joint-stock banks. It was highly desirable that amendments should be made in the law as it at present stood, but it behoved the proprietors of joint-stock banks to be cautious and vigilant in carefully observing the nature of any alterations which might be proposed. The Bank of England, it was well-known, were ever ready to take advantage of any weakness in the joint-stock bank system, and the government naturally leaned towards it, the joint-stock banks would, therefore, abandon their own interests did they not combine to protect themselves. He should most readily lend his aid in furtherance of the objects of the association.

Andrew White, Esq., M.P., next presented himself to the meeting, and having expressed himself very desirous to see the *Economist* newspaper revived or incoporated with some other journal, moved a resolution to the following effect:—

"Resolved,—That the *Economist* newspaper has proved eminently serviceable to the cause of joint-stock banking, and it is highly desirable that it should be revived or incoporated with some other journal; and that the committee be instructed to consider and adopt the best means for securing for the joint-stock banking interest the co-operation of such an organ."

Mr. O'Connell having seconded the resolution, expressed his opinion that it was highly desirable that the paper should have no particular bias, excepting so far as was connected with the monetary system.

The Chairman having recurred to the proposition, submitted to the meeting that it might be desirable to unite the paper with a Price Current which possessed an established circulation,

Francis Finch, Esq., M.P., observed, that the suspension of the publication of the *Economist* had been a source of regret to himself, and others interested in joint-stock banks. He considered a Price Current did not possess sufficient interest to warrant the junction, while its price (one shilling) would interfere with its circulation in the country. In the hands of Mr. Joplin no doubt could be entertained of the value of a Journal of the nature contemplated, but as that gentleman was present he should leave the subject in his hands.

Mr. Joplin stated that he had certainly gained some little experience in the management of a paper, and though he could not give so much time to it as he had hitherto done, yet he believed any party who started the paper would be happy to avail themselves of the experience he had obtained, which would be very much to their service, and to that of the banks; and he had no doubt that an effective paper might be got up without any further expense to the banks themselves, beyond their actual patronage of it.

After some observations from Mr. Blewitt, as to the promised support of some of the joint-stock banks to an application made by Mr. Gilbart, which was subsequently explained by Mr. Joplin stating, that that gentleman was under the impression that he (Mr. J.) did not intend to proceed further in the matter.

Charles Hindley, Esq., M.P., having just entered the room, stated that he had been detained from attending the meeting earlier, by a communication he had had with some parties from Manchester, who were desirous of obtaining an immediate Act of Parliament to remove some legal difficulties which had occurred in winding up the affairs of the Northern and Central Bank of England.

The following are the resolutions adverted to in the proceedings:—

"That the present members of the standing committee of the Joint-Stock Bankers Association already formed, together with any of the gentlemen now present, who may wish to have their names added thereto, do put themselves into immediate communication with the directors and managers of the different joint-stock banks, and take such other measures for strengthening the association, and carrying into effect the objects of the foregoing resolutions as shall to them appear expedient."

"That it is the opinion of the meeting that an association of the Joint-stock Bankers in England and Ireland, should be permanently kept on foot, for the purpose of promoting an interchange of information and friendly offices in matters of business, and also for the purpose of mutual co-operation in all matters affecting their joint interest."

Another resolution was then passed, appointing a sub-committee to watch the proceedings in Parliament with respect to joint-stock banks, a strong feeling having been expressed of the great desirableness of a perfect unanimity amongst the joint-stock banks, upon subjects affecting their common interests, and of the propriety of effecting a union between two independent committees which appear to exist. The meeting then broke up.

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

Dec. 25.—I have to inform you that the sumpmen have finished cutting the plat at the ninety. They will divide the shaft from the eighty to the ninety, and finish all necessary work preparatory to the sinking the shaft in the present week. The branches in the eighty fathom level west appear to be concentrating. The horse of killas is about three feet wide; the branches are not productive at present, being chiefly mundic. The lode in the stopes, in the back of this level, is very much improved in size and quality; is two and a half feet wide, and will produce five tons of good ore per fathom. The branches in the eighty fathom level east are small—ground hard. The ground in the seventy-two fathom level, towards Flap-jack lode, is very hard. The lode in the fifty-two fathom level west is one foot wide, and will produce half a ton of ore per fathom. The lode in the twenty fathom level east is one foot big, composed of mundic and caple, with spots of ore. We finished our sampling on Wednesday last, which weighed 130 tons 3 cwt. 2 qrs. of dry ore, of fair quality. S. Seccombe.

CORNUBIAN MINE.

Dec. 23.—I beg to inform you that our large engine is regularly at work, and she draws the water with much ease. Our old engine has been under repair, and will be ready to work the beginning of next week. Our new engine-shaft men are progressing with shaft as fast as can be expected. The sixteen fathom level, on the west caunter, the lode is not rich though large. Same level east, on east caunter, we have secured home to the present end and shall commence driving next week. Our eight fathom level, on the east caunter, is poor, but we have a large lode there. Same level east, on Chiverton, we have not quite secured yet. We have now about thirty-six tons of lead dressed, and about five tons undressed—we hope to get forty-five to fifty tons for sampling on 3d January, 1838. John Borlase.

BRITISH COPPER MINING COMPANY.

Great Wheal Charlotte, Dec. 27.—Since my last report we have drafted men from different bargains, and increased the number in each of the winzes from nine to twelve, and also set six men to raise in the back of the sixty-two west, in order to communicate with the west winze in bottom of the fifty-two, where the water is considerably abated. We have not broken the lode in the twenty-two west for several weeks past, but hope to do so in a day or two. The lode in the thirty-two west, is large and improving, producing stones of ore. In the sixty-two east, we intend to drive a few fathoms further before we break the lode down. In the sixty-two west, the lode is much improved, and the present appearance is much better than it ever has been in any part of this level. If the lode continues as it is, there is ore enough in it to pay for driving the end. James Stephens.

UNITED HILLS MINING COMPANY.

Dec. 26.—*Eastern Diagonal Shaft.*—We have put the men that were driving south at this level to drive west on the course of the lode, so as to communicate with the twenty-five fathom level driving east. *Twenty-five Fathom Level.*—In the eastern end of this level the lode is about two feet wide, producing some good ore. In the western end the lode is poor. *Adit Level.*—In driving east at this level, the lode continues its size, promising, with some branches of ore. The rise, in the back of this level, is without alteration since our last. *Twenty Fathom Level.*—We have cut the south part of the lode at this level—small and poor. We have put the men to drive east, on the north part, when we left off driving. *Thirty Fathom Level.*—The lode in the eastern end of this level is two feet six inches—one foot good ore. No alteration in the stopes. The lode in the winze is large, and producing some good ore. *Twenty-seven Fathom Level.*—Lode two feet wide, and poor. *East of Diagonal Shaft, Forty Fathom Level.*—In driving east at this level, the lode is five feet wide, producing good ore. *Thirty-six Fathom Level.*—No alteration at this level. *Forty Fathom Level.*—Lode six feet wide, producing but very little ore. C. Penrose.

WEST WHEAL JEWEL MINING ASSOCIATION.

Dec. 25.—The forty-two east from Buckingham's is driven about eight feet; the lode in the end is about fifteen inches wide, composed of yellow ore, of good quality, and fluor-spar. The forty-two west is driven about eight feet; the lode in the end is about eighteen inches wide, composed of yellow ore and fluor-spar. *Thirty east.*—In this end we have met with a slide which has heaved the lode, and we are driving south by east to find it; this may take four or five days. *Thirty, west of Hodge's cross-course.*—Lode about twelve inches wide, composed of peach and spar, mixed with yellow ore. In the thirty, south on Hodge's cross-course, we have driven about nine feet in the past week, and have cut through two branches to the east and one to the west, containing gossan mixed with black ore; the cross-course hereabouts is very large (probably from eight to twelve feet wide), and we must drive to cut the eastern wall of it, to trace north and south to find the lodes we have cut on the western side. *Thirty west, on the new south lode.*—Driven about four feet; the lode in the end is reduced to three inches wide, which have produced good stones of ore, and we expect that as we go west, we shall find this will fall in with the lode we cut about three fathoms north of it.
M. Williams.

TAMAR SILVER LEAD MINING COMPANY.

Dec. 25.—There does not appear the least alteration in the north and south ends, at the 135 fathom level, since my last report; but in the south end, at the eighty-five fathom level, the lode is more promising than it has been hitherto, and the ground has very much improved; the lode is from a foot to a foot and a half big, producing excellent work, and very rich for silver. I can report nothing new of the other parts of the mine, but all of our tributers are doing very good labour. Mark James.

TRELEIGH CONSOLS MINING COMPANY.

The twenty fathom level west, on Shauger north lode, is looking well, and promises to improve for copper—is now worth about 4*l.* per fathom in driving; the pitch over and following this end is also looking well, much improved since the men are gone to work, but the pitch in this level from the cross-course to the winze is not so good, although producing ore—the lode is large, and probably will again improve. This level west, on the south lode, is likewise gradually improving; the lode is about fifteen inches wide, good for ore, and worth about 6*l.* per fathom; and the pitch in the back producing good ore. The winze under this level is again dry, and we have resumed the sinking, in which the lode has a fine appearance, worth not less than 8*l.* per fathom, but having so many men employed in this level, I shall suspend it for the moment for want of air, and put the men to bring down the winze from the ten fathom level on the back pitch, which will prove the lode, and ventilate the extremity of this level. The thirty fathom is within six fathoms of being under the winze, and from its appearance will soon partake of its good qualities. This level east is through the cross-course, and we are continuing to drive in search of the lode. We have commenced a level from the bottom of the engine-shaft towards the north lode, and hope to see it in about a month. In Christoe, the twenty fathom level continues as named in my former reports; the lode varying in size and quality, we must get down for riches in this part. W. Sincock.

ST. HILARY MINING COMPANY.

Dec. 23—I do not know of anything very important to report as regards our last week's operations in Wheal Leeds. Having communicated the fifty fathom level east with the sixty by the winze sunk, which will be squared down and completed next week, we are prosecuting the rise over the back of the fifty west, to communicate as deeply as possible with the new whim-shaft, which has been sunk to and under the forty, as far as the water would permit. Our object in doing this is to open ground to work in this part of the mine on tribute, as quickly as the nature of such operations will allow. Our engine-shaft, which is now down in the fifth fathom under the sixty fathom level, will require securing with timber; I do not, therefore, expect we shall make much progress in sinking during the coming week. We have determined in proceeding with the erection of a crusher at once, which will expedite the returning of our ores, and by considerably diminishing our dressing cost, will prove no unimportant saving to the concern, and enable us to set ground, which cannot otherwise be worked. C. N. Beater.

*** The price of the ore sold should be 5*l.* 14*s.*, instead of 5*l.* 4*s.*, as stated in error, in last report.

REDMOOR CONSOLIDATED MINING COMPANY.

Dec. 25.—I beg to inform you that, since my last report of the 18th inst., no alteration has taken place in these mines worthy of notice; all our underground and surface operations continue to go on steadily. We sampled on Friday last three parcels of silver lead ores, computed 29 tons 6 cwt. 1 qr. (21 cwt.), viz.—No. 1, 14 tons 16 cwt.; No. 2, 2 tons 10 cwts.; No. 3, 12 tons 1 cwt. 1 qr. In consequence of the severity of the weather, we have been prevented bringing forward more of our November ores, which are computed about six tons (21 cwts.)

S. HARPUR.

BRITISH TIN MINING COMPANY.

Dec. 23.—*Twelve Fathom Level.*—The ground in this end, on Osborne's lode, is more favourable: the lode at present is small and poor. We recommenced rising on this lode a day or two since, by one man and a boy, at 15*s.* per fathom—the lode is small, but producing good work. Fagan's lode, stoping in the back of this, is from three to four feet wide, producing tolerable work. These stopes are improved in the week. The Middle lode, stoping under the twelve, is much the same as last reported. *Twenty-two Fathom Level.*—No operations at present. *Thirty-two Fathom Level.*—Ground in east end is not so speedy. The lode is from four to five feet wide, producing some brave work. The lode in the west end is very large, carrying about three feet, which is yielding tinny work. The lode in the back of this level is very large, giving some tolerable work. We are raising more tin stuff at present than the stamps are working off.

J. BRAY.

EAST WHEAL STRAWBERRY MINING COMPANY.

Dec. 23.—In conformity with Capt. Rowe's instructions, we put Grout's engine to work yesterday, and as soon as the water is in fork we shall proceed to take up all the materials in that part of the mine, which will occupy some days more than a fortnight to accomplish. At Orchard the prospects in the thirty-five fathom level continue as last reported. The lode in the twenty-four fathom end still continues to be tolerable good work for tin. The lode in the sixteen fathom end is about four feet in size, composed of a hard blue caple, and at present rather poor. The lode in the winze sinking has not varied since our last. We have communicated this winze by a borer to the twenty-four fathom level, which has drained off the water; and previously to this being accomplished it was very difficult to sink. We have set the cross-cut, at the sixteen fathom level, to drive south to intersect the south lode, at 5*l.* per fathom, as reported in our letter of the 18th inst. The prospects of the tributers have but little variation.

F. EVANS.

GWINEAR MINING COMPANY.

Dec. 23.—I have nothing new to report in our underground operations at Parbola since my last. The ten fathom level west continues without improvement, nor do we expect any until we are further advanced under the principal old workings. The twenty fathom level west continues productive, and during the past week is much improved. The ten fathom level east, at Willyams' shaft, continues the same as last reported. We are on the whole rising considerable tin stuff, and the prospects and general appearances of the mine justify our erecting stamps as speedily as possible, and which we shall proceed to do next week. We calculate on being able to obtain quite sufficient water power to make a fair trial of whether it may not be expedient to erect steam stamps. The weather has prevented us from making any return of tin as I contemplated; we, however, continue to dress up a small parcel again for sale. The want of sheds, and other inconveniencies, and destitute of the necessary means, at present have been against us. At South Parbola we continue to sink as fast as possible. Duncan's shaft, to prove the copper lode, we are already down sixteen fathoms four feet.

C. N. BEATER.

ENGLISH MINING COMPANY.

Dec. 19.—The lode in the eighty fathom level south mine (since mine of the 12th) has become unusually hard, in consequence of which the men are at present employed driving by the side thereof. This change appears to be caused by the shifting of the elvan and caple from the north to the south side of the lode—a circumstance we were by no means prepared for; this mystery, however, will be explained on deepening the winze now sinking from the level above. The lode has considerably deteriorated in value, but continues of a masterly size, and as a large stream of tepid water is issuing from the adjoining country, we anticipate a favourable change ere long. The winze spoken of above appears to be just at the point where the shifting of the elvan &c. takes place, the lode is consequently much disordered, and much less productive than last reported. That portion of the lode laid open during the present month is calculated to be worth on an average 8*l.* per fathom. The seventy fathom level westward is divided into two parts—one being about six inches wide, of low priced ore, and the other a poor branch, three inches wide. The two will yield from 4*l.* to 5*l.* worth of ore per fathom. The lode in the seventy fathom eastward is twelve inches big, of spar, caple, mundic, and ore—poor. The lode in the sixty fathom level west is composed chiefly of soft fluccan; in a short time we shall commence a winze from this to the level below, to prove whether the lode in each of these levels be one and the same thing, of which at present we have some slight doubt. The men rising a short time back from the thirty, towards Burton's shaft, are now employed in driving that level east of the cross-course, as yet the lode not having shaken off the influence of its cross companion, little good can be said of it at present. The twenty-three fathom level, east of Goyen's, on Callaway's, having within the last few days communicated with Humphries' lode, we shall be enabled to set two new pitches at the back of this level, and must go deeper before we again drive on Callaway's lode. Before, however, this is done, we propose sinking a winze from Phillips' pitch, and so prove the lode downward, which has not yet been attempted. The twenty fathom level west of Burton's is twenty inches big, of spar, caple, and ore, producing of ore two or three tons per fathom—improved since last report. The lode in Burton's shaft, under the twenty fathom level, is about twenty inches wide, rather harder than usual; it contains good stones of ore, and on the average its value since setting will probably amount to 8*l.* per fathom. The lode in the ten, west of this shaft, has lately taken horse, which, as the appearances of late have not been very promising, we look upon as a favourable indication. Humphries' lode, at the twenty west of engine-shaft, is from eight inches to a foot wide, composed mainly of fluccan, with very little ore, and consequently poor. The twenty, east of Goyen's, on the same lode, looks well, small branches having been met with—we trust tributers will be induced to speculate on the backs. The object of our extending this level is to intersect the eastern cross-course from Callaway's lode. The ten, east of Stephens' shaft, is looking altogether unfavourable, the lode being split up into small irregular branches, not containing any ore of value. The same level west and south of Callaway's, is promising, and yields a fair portion of yellow ore; the lode, however, being very flat, the quantity of ore driving is but small. James' lode, at the twenty, west of Devon's shaft, is still poor. The lode in Campbell's shaft is fifteen inches wide, of spar, caple, mundic, and spots of ore; it is very favourable for sinking with speed, but otherwise of little value. The tribute department is in as good condition as the appearances of our last setting would warrant us to expect, but as Christmas holiday week intervenes between this and our next sampling, the quantity of ore broken in the present month will be short. An improvement has taken place in Water's pitch, at the back of the ten fathom level, on Callaway's lode, and the two new pitches are looking equal to our expectations. The lode in the engine shaft, at Wheal Leisure, continues large, with a trifling improvement in the ground, which will enable us to sink the remainder of the present level more rapidly than the former part—no alteration has taken place since my last. The lode in the 106 fathom level eastward is three feet big, of caple, spar, and stones of ore, very hard and wet. We expect shortly to meet with a branch making its way into the lode from the south, which will probably have some good effect. At the same level west the indications are by no means as we would wish. Cutting south we have seen the whole of the lode, and recommencing operations westward the ground is much harder. The cross-course in the 106 fathom level, towards Kernick's lode, is still in hard ground. The new pitch, at the bottom of the 96 fathom level, east of engine-shaft, has considerably improved within the last few days—with this exception, everything remains much as usual, and the next sampling will not, I trust, fall much short of the last. The lode in the sixty fathom level, Wheal Prudence, though large and particularly promising, is not so productive as a short time back—it will yield two tons of ore per fathom. The lode in the winze sinking from the fifty-two fathom level is five feet big, of mundic (in great abundance), caple, spar, and ore. The lode has been intersected at the fifty-two fathom level, north of the heave; its full size has not yet been seen, that part already opened upon (three feet) looks well. The ground in the cross-cut, at the forty two fathom level, and Bourdillion's engine-shaft is of a very good character; nothing has been done at the sixty-two, in consequence of the water being in. The condensing work of the engine of this mine has become so defective, that since Wednesday last we have been occupied in taking out the old, and putting in new. It is now complete, but as the water has again risen considerably, it will take several days to drain it again—this loss of time, and the Christmas week, will operate greatly against our next sampling.

H. HUMPHRIES.

Dec. 26.—A most tremendously hard bar of ground has presented itself in the eighty fathom level, and in the winze from the level above, at the south mine (St. George); we are, consequently, obliged to drive by the side of the former and the latter, by means of the hardness of the ground, and closeness not permitting the water to drain off, it is for the present suspended. These difficulties we shall endeavour to surmount in the very shortest possible time, when prosperity, we trust, will again accompany our proceeding in this quarter. In my last I spoke of the ten fathom level (Burton's shaft) having taken horse, and that the same was looked upon as a favourable indication, which has turned out to be the case, and the lode now is valued at two tons per fathom, with an appearance of much greater improvement; with these exceptions, nothing of importance has occurred at either of the mines.

H. HUMPHRIES.

COAL AND IRON IN GREAT BRITAIN.

[From Phillips's "Treatise on Geology."]

The coal measures are 3000 feet thick in the north of England, consisting of abundance of sandstone and shales, layers of ironstone, and beds of coal. Of these are many alternations, constituting a series of many nearly similar terms, usually containing at least the three substances—coal, sandstone, and shale. Scarcely any limestone occurs in this upper coal-measure series. One bed is, however, found in the Yorkshire coal-field, containing marine shells, while in all the rest of the strata nothing but fresh-water and terrestrial exuviæ occur. A limestone bed with estuary shells is found in Shropshire, and near Manchester.

The coal seams, twenty or thirty in number, amount in all to a thickness of about sixty feet, in a mass of shales and sandstones at least 3000 feet. Nearly the same thickness of coal occurs in the coal-fields of Newcastle, South Wales, &c., though the earthy substances enclosing the vegetable products vary in nature and thickness. The thickest coal seams in Staffordshire and Ayrshire, ten or fifteen yards, are in fact composed of many beds of different qualities aggregated together. The quality of coal is partly dependent on the plants of which it was originally composed, and partly on subsequent changes produced by subterranean movements, effects of heat, &c. The principal differences arise from the variable quantity of gaseous matter. In the stone coal (blind coal or culm) of South Wales, Kilkenny, and Virginia, which burns like coke, there is little or nothing but carbon and earthy admixtures. The box or cannel coal of Lancashire and Yorkshire, which blazes like a candle, contains nearly half of its weight of gaseous matter. There is but little coal, and that in the lower part of the series, in Ireland.

The ironstones of a coal district lie generally in layers of nodules, each frequently enclosing a leaf or shell, or some other nucleus of molecular attraction. The shales are bituminous or sandy; the sandstones laminated or massive, micaceous, argillaceous, subcalcareous, or felspathic, very rarely of a red colour, though blue, yellow, brown, white, and other tints prevail. Chalybeate springs are general, and salt springs not uncommon in the northern coal tracts.

As a general result, we cannot doubt of the far greater prevalence of mineral veins in the older than in the newer rocks. Not one case is known of a mineral vein being at any time worked in any part of the British islands above the new red sandstone. In the new red sandstone and magnesian limestone hardly more than slight traces of such products occur; they are rare in our coal tracts, but they become abundant in the mountain limestone and older strata. But yet it is probable that this relation of mineral veins to the age of deposits is merely a consequence of the more general truth, that their origin is from below, that the fissures which they occupy, and the metallic and sparry matters which compose them, are more numerous near the igneous rocks which in so many instances form the axes of movement. It is not merely because of the antiquity of the killas of Cornwall, but of its proximity to granite rocks, that it is so very metalliferous; the limestone of Ireland, undisturbed by great axes of movement, is very little metalliferous; while the same rocks dislocated in Mendip, Flintshire, Derbyshire, &c., yield many sorts of metals and spars, in veins of different kinds.

Thus, the most general point of view in which mineral veins present themselves, is that of dependence on proximity to the sources of subterranean heat. In the rocks nearest these sources they are most numerous and varied; they abound near the disturbances which are consequences of variation of internal heat; and, in certain cases (Pyrenees, &c.), they are not rare even among newer strata where the subterranean igneous rocks have exerted a remarkable influence.

DELEABOLE SLATE QUARRIES.—A powerful steam-engine is nearly completed at the slate quarries at this place, belonging to T. R. Avery, Esq., which will greatly facilitate the bringing to grass of the produce of those valuable and useful works. This was, some years ago, performed by manual labour.

EMBANKMENTS FROM THE SEA.—[From a correspondent.]—To so great an extent has embanking been carried in Scotland, that in the Forth alone, within the last twelve years, 350 acres of land, subject to periodical submergence, and totally unfit, hitherto, for cultivation, consisting principally of gravel, have been reclaimed by Lady Keith, at a cost of about 21,000*l.*, and affording an unusual return of about 1400*l.*, or nearly seven per cent. Off the coast of Pitfour, 810 acres are in the course of being reclaimed, of the value of 141,750*l.* The basin of Montrose affords a surface of nearly 3000 acres, all capable of embankment.

STEAM NAVIGATION FOR LONG VOYAGES.—A proposal has been made for shortening the communication with New South Wales, by steam communication with Acapulco, to Vera Cruz, touching at Otaheite for coals, by means of which the voyage might be accomplished within fifty days. A plan by which the whole course might be completed in from sixty-five to seventy days is by way of the proposed steamers to Jamaica, and thence through Panama to Lama and Chili, from the latter of which an extensive intercourse is carried on with Australia in wheat.

CAOUTCHOUC RICK-CLOTHS.—A new covering for hay, straw, &c. has been presented to the Agricultural Society of Paris, which has been found to have answered exceedingly well during the late heavy rains, not only in propelling the wet, but having also the desirable quality of preventing insects from depositing their ores. This covering, which is very simple, consists of a piece of strong canvass, similar to that used for ships' sails, in the shape of a marquee, well saturated with a dilution of caoutchouc or Indian rubber, with spirits of common turpentine. It renders the canvass quite impervious and more elastic, and the preparation can be made at a trifling expense. The government, wishing to make a trial of it at the late camp of Compeigne, had several of the soldiers tents prepared with it, and from the report of a board of officers appointed to make the experiment, it has proved so efficacious in propelling the damp, that it is to be adopted throughout the French army when encamped.—*New Farmers' Journal.*

ALABASTER.—It is not generally known that most of the alabaster with which we are supplied comes from the shores of the Bristol Channel, where, between the towns of Watchet and Minehead, are vast rocks of this elegant substance, presenting a most curious appearance, being intersected by differently coloured veins of quartz and mica. It is justly regarded as the finest alabaster in the kingdom, and is much used in an adjacent manufactory for the making of various ornamental articles. Its base extends outwards into the sea for near 100 yards, and is covered with various kinds of sea weed, which are taken up by the inhabitants and prepared into an excellent edible dish, termed laver.—*Penny Magazine.*

AUSTRALIA.—At a late meeting of the Royal Geographical Society, Sir John Barrow announced that Her Majesty's government had decided upon making a small settlement on the northern part of Australia, to serve as a protection to our rapidly-increasing intercourse through Torres' Straits, and to enable us to take a share in the lucrative trade carried on by the Bughi trepang fishers from the Arrú Islands, Celebes, &c., and generally throughout the Indian Archipelago. The announcement appeared to give general satisfaction.

VAN DIEMEN'S LAND.—The trade of the colony continues to make a rapid progress, the imports have diminished, while the exports have greatly increased in value. During the year 1836 the number of vessels which entered inwards was 292, of 58,142 tons burden, being an increase over 1835 of fifty-eight vessels and 2309 tons, and the vessels which cleared outwards were 277, of 52,780 tons, being an increase over 1835 of fifty-two vessels, but a decrease of 780 tons. The imports in 1836 fell to 558,240*l.*, being 25,406*l.* less than in 1835, while the exports rose 420,123*l.*, being an increase over 1835 of 99,444*l.*—*Hobart Town Courier.*

THE PRESS IN SWITZERLAND.—The Swiss periodical press numbers, at the present time ninety-three papers, forty-eight of which are political journals, twenty-three literary or religious, and twenty-two papers for advertisements only, and are thus dispersed among the different cantons:—Appenzell two, Argovie five, Basle eight, Basle Campagne three, Berne sixteen, Friburg one, Geneva four, Glaris one, Grisons two, Lucerne eight, Neufchatel two, Schaffhausen, four, Schweitz one, Soleure two, St. Gall eight, Tessino three, Thurgovie two, Vaud six, Zug one, Zurich fifteen. Three cantons possess no periodical paper whatever, Vallais, Uri, and Underwalden. Friburg only possesses an advertisement paper. Most of these papers are published in the chief towns of the cantons; seventeen of them, however, appear in smaller towns, viz.:—one at Atstadten, one at Baden, one at Bienne, two at Berthoud, three at Lugano, three at Porrentruy, one at Sarsee, two at Trogen, one at Weinfelden, and two at Winterthur.

FLINT GLASS.—Some very curious experiments have been lately made on a new species of sand brought from Australia for the manufacture of the finer kinds of flint-glass. Of all the results of a manufacture, glass is the most extraordinary, the most beautiful, and the most difficult to urge beyond a certain point. There is none, in which science of the highest kind is so strongly interested, and therefore none which ought to be more patronised by the government of the greatest scientific and mechanical and manufacturing people in the world. As to the sand in question, six years ago it was observed, that in many places between Sydney and Botany Bay the surface of the ground was covered by a remarkably pure and white silicious sand, derived from the decomposition of one of the beds of sand belonging to the coal formation. Mr. King, of Sydney, the discoverer, being of opinion that this sand would be found peculiarly applicable to the business of glass-makers, forwarded eleven bags of the same to his agents in London. Some was put into the hands of Messrs. Pellatt and Co., of the Falcon Glass-house for trial. From their report the following is an extract:—"We find the sand from Sydney to be decidedly superior to any we have previously employed. The most esteemed property of this sand, and that which makes it of the greatest importance to glass-makers, is derived from the absence of oxide of iron, and every other combination that would affect the colour of glass. It is also free from insoluble matter. Glass made from this sand is more brilliant and watery than any other. We consider it fortunate, as the sand with which most glass-makers were supplied, is now of very bad quality, and has been given up by many." On application to Mr. Pellatt, the following further particulars were obtained: he says that the recent arrival of a few hundred weight of this superior silex had enabled him to make a second experiment, which turned out fully as well as the first. He is of opinion that the Sydney sand exceeds all others heretofore in use for whiteness, brilliancy, and fusibility; and he has little doubt, should the freight be moderate, that this comparatively pure material will be imported in large quantities for glass-makers' use in this country. He had mixed it with the usual proportions of carbonate of potash and nitre of potash, with a rather less proportion of manganese than other sands require. He hopes soon to be able to report on the Sydney sand as regards flint-glass-ware for optic plate. A few tons of the same kind were lately imported into Liverpool, and were eagerly purchased, so that a considerable improvement in the qualities of the finer kinds of glass may soon be expected.—*Blackwood.*

STEAM NAVIGATION.—A steam-packet company is about to be formed at Rye, having for its object to open a communication with the opposite port of Boulogne.

WORK PERFORMED BY STEAM-ENGINES,

IN NOVEMBER, 1837.

[*Taken from the official duty paper by* MR. THOMAS LEAN, *of Marazion, Cornwall.*] *s* stands for single; *d* for double; *in.* for inches.

MINES	Engine and the Diameter of the Cylinder.	Aver. quan. water drawn per min.	Load on each sq. inch.	Consum. of coal in bushels	Pounds lifted 1 foot high by consuming a bushel of coal.	Strokes per min.	Engineers' Name
		Im. gal.	*Lbs.*				
W. U. Wood..	William's 80 in. *s*	226,98	8,45	1088	47,689,632	2,74	James Sims
Poldice	Sims's 90 in. *s*	328,05	5,84	2008	38,201,964	4,62	ditto
Wh. Damsel..	Stephens' 50 in. *s.*	60,85	13,0	725	43,233,582	3,04	ditto
Wheal Jewel .	39 in. *s*	51,13	13,48	592	25,002,110	2,5	ditto
Dolcoath	76 in. *s*	192,21	9,83	1350	46,805,338	4,05	Jeffree.
E. Wh. Crofty	80 in. *s*	124,82	8,36	1084	34,006,014	2,1	James Sims.
North Roskear	New eng. 70 in. *s*	147,37	13,2	839	76,377,991	3,02	John West.
South Roskear	W. Chance 60 in. *s*	109,76	7,13	963	36,394,275	4,6	ditto
Tincroft.....	56 in. *s*	125,31	13,88	1026	37,606,304	3,0	ditto
Wheal Seton	45 in. *s*	137,79	7,5	465	29,470,079	4,1	James Sims.
Wh. Treasury	West's en. 50 in. *s*	393,73	13,64	1210	50,423,810	5,47	Gregor.
Ditto	Burn's en. 64 in. *s*		11,05	1218	49,581,459	4,2	ditto
Ditto	W. Penny, 24 in. *s*		7,53	225	19,131,501	4,57	ditto
Binner Downs	W. Treas. 50 in *s*	—	—	—	—	—	—
Ditto	Gregor's 42 in *s*		—	—	—	—	—
Ditto	Burn's 64 in. *s*		—	—	—	—	—
Ditto	W. Penny 24 in. *s*		—	—	—	—	—
Wheal Julia..	80 in. *s*	345,67	8,95	1280	72,386,336	4,33	James Sims.
Carzise Cons.	70 in. *s*	236,93	6,4	657	56,583,329	3,62	Wm. Thomas.
W. Darlington	80 in. *s*	717,18	14,6	2468	69,044,562	5,17	Eustis.
Marazion	Powiet's 60 in. *s*	241,36	15,32	1434	49,249,556	4,06	Grose.
Ditto	E. Rodney 40 in. *s*	70,3	7,32	338	35,768,532	3,27	ditto
Providence, St.	30 in. *s*	96,13	16,24	460	91,674,631	4,7	J. West.
Consolidated	Taylor's 85 in. *s*		11,46	3042	63,554,122	6,77	Hocking.
Ditto	Davey's 80 in. *s*		13,08	2745	67,534,815	5,9	ditto
Ditto	Pearce's 65 in. *s*	1284,82	16,8	1060	48,317,056	2,44	ditto
Ditto	Woolf's 90 in. *s*		11,56	5099	46,704,014	7,75	ditto
Ditto .. .	Bawden's 90 in. *s*		8,3	3081	44,747,666	6,27	ditto
Ditto	Shears's 65 in. *s*		12,9	—	—	—	ditto
United Mines	Cardozo's 90 in. *s*		11,9	2906	47,140,385	4,8	ditto
Ditto	Eldon's en. 30 in. *s*	1036,9	17,96	963	56,472,391	11,3	ditto
Ditto	Loam's 85 in. *s*		11,66	1818	70,134,699	4,54	ditto
Ditto	Hocking's 85 in. *s*		12,7	2424	82,757,252	4,94	ditto
W. Beauchamp	Western 36 in. *s.*	227,89	16,9	890	28,238,575	4,5	ditto
Ditto .. .	Powning's 36 in. *s*		12,0	588	29,781,110	4,27	ditto
Polgooth	66 in. *s*	657,87	9,2	1408	74,646,984	6,52	James Sims.
Charlestown U	50 in. *s*	260,42	10,26	1320	47,855,343	6,47	ditto
Pembroke	Pearce's 50 in. *s*	—	—	—	—	—	ditto
Ditto	Edgecum. 40 in. *s*		—	—	—	—	ditto
East Crinnis..	Hudson's 76 in. *s*	720,9	12,9	2803	58,506,019	5,22	ditto
Ditto ..	Rundle's 41 in. *s*		21,4	1640	48,511,046	5,83	ditto
Fowey Consols	Austen's 80 in. *s*	326,08	10,76	1500	68,493,156	4,33	W. West.
Ditto	Sawle's 24 in. *s*	68,0	16,93	406	34,806,572	5,66	ditto
Wheal Union	40 in. *s*	534,04	15,05	1422	41,721,450	6,72	ditto
E. Wheal Rose	36 in. *s*	—	—	—	—	—	—
Wheal Vor ..	Borlase's 80 in. *s*	856,97	13,94	1794	77,823,265	4,8	Richards.
Ditto	Trelawny's 80 in *s*		13,89	3621	52,232,731	6,7	ditto
Ditto	Woolf's 53 in. *s*		16,0	1454	35,430,919	4,0	ditto
Ditto	Carleen en. 45 in. *s*		17,32	1270	36,573,886	6,15	ditto
Great Work ..	W. Breage 60 in. *s*	239,66	10,89	1116	37,908,241	3,78	ditto
Ditto	Leed's en. 60 in. *s*		16,46	1242	55,716,403	4,6	ditto
Wheal Leisure	Eastrn. en. 70 in. *s*	640,11	13,48	3048	43,102,234	5,14	Grose & West.
Ditto	Westrn. en. 66 in. *s*		11,3	1884	41,257,310	4,16	ditto
Gt. St. George	North 60 in. *s*	528,22	10,84	960	28,531,958	1,82	ditto
Ditto	South en. 40 in. *s*		17,76	1084	46,551,687	5,12	ditto
Ditto .. .	Devonsh. 70 in. *s*		7,9	1409	32,350,160	3,02	ditto
Wh. Prudence	33 in. *s*	123,33	16,7	1460	24,935,213	5,94	ditto
S. Wh. Towan	40 in. *s*	282,31	14,55	1424	40,352,485	7,0	James Gray.
Wheal Liberty	58 in. *s*	—	—	—	—	—	Hock. & Loam
Wh. Relistian	60 in. *s*	163,83	11,4	—	—	4,45	James Sims.
Wheal Virgin	40 in. *s*	152,55	15,53	756	43,235,952	4,41	Grose.
Wheal Leeds	36 in. *s*	209,49	20,86	624	48,130,855	4,35	ditto
Ballaswidden	24 in. *s*	—	9,8	—	—	—	W. Trezise.
Levant	New en. 40 in. *s*	30,14	10,3	244	57,407,599	2,99	F. Michell.
Ding-dong ..	30 in. *s*	87,6	13,45	368	29,102,150	4,75	T. Bolitho:
Morvah & Zen.	30 in. *s*	93,77	8,53	248	42,152,348	3,02	Grose.

STEAM-ENGINES STAMPING ORES,

IN NOVEMBER, 1837.

MINES	Diameter of the Cylinder	No. of Heads	Consump of coal in bushels	No. every head lifts p. stroke	Pounds lifted 1 foot high by consuming a bushel of coal	No. of strokes per min.	Engineers' Name
Ballaswidden	24 in. *d*	47	—	2½	—	—	W. Trezise.
CharlestownU.	32 in. *s*	75	408	5	46,989,766	8,43	J. Sims.
Wheal Kitty..	32 in. *s*	62	1067	5	53,008,480	9,94	ditto
Carn Brea	32 in. *s*	69,3	573	5	58,829,535	6,15	ditto
Wheal Vor.. .	24 in. *s*	34	1040	2½	16,598,663	17,48	Richards.
Ditto .. .	27 in. *d*	48	1293	2½	15,555,274	18,0	ditto
Ditto	16½ in. *d*	24	—	2	—	—	ditto
Ditto	20 in. *d*	24	952	2,9	13,372,093	14,04	ditto

Average height which every head lifts in nine inches—9.

STEAM-ENGINES DRAWING ORES,

IN NOVEMBER, 1837.

MINES	Engine.	Consump of coal, in bushels	Aver. No. of kibbles fr. 100 fms	Average wt. of a kibble in pounds.	Pounds drawn 1 foot high by consuming a bushel of coal.	Engineers' Names
East Crinnis....	Rundle's . .	—	—	—	—	J. Sims.
Ditto.....	Gill's.....	—	—	—	—	ditto.
Pembroke.....	Edgcumbe's	—	—	—	—	ditto.
Consolidated Mines.....	Taylor's....	316	11824,71	634	14,234,555	Hocking and Loam.
	Davey's....	346	13421,62	657	15,291,338	
	Pearce's....	138	6209,87	664	17,927,624	
	Elveen's ...	455	10013,05	687	9,071,153	
	Deeble's....	287	7010,89	732	10,726,860	
	Woolfs'	317	9820,56	571	10,613,639	
	Bawden's...	59	1729,0	743	11,552,064	
	Shears'.....	—	—	657	—	
United Mines ..	Poldorey ..	268	9179,7	620	12,741,971	
Ditto	Hocking's..	252	8761,5	713	14,873,689	
CharlestownU.M	....	314	5424,0	1120 1400	10,851,194	J. Sims.

*** Wheal Leisure eastern engine has had the cylinder and nozzles uncovered, and one boiler idle, to be repaired. The North engine at Great St. George has been idle much of the month, the stack having been injured by lightning; and the South engine in the same mine has had the cylinder uncovered. The boilers and condenser at Wheal Prudence are leaky.

ERRATUM.—In October report of Morvah and Zennor engine, for 90870 strokes, read 109870, and duty 36,902,158.

Marazion, Dec. 9.

T. LEAN AND BROTHERS.

FROM THE LONDON GAZETTE,

Tuesday, December 26.

INSOLVENT.

Dec. 22—John Gillingham, Farringdon-street, publican.

BANKRUPTCY ANNULLED.

James Driver, Cambridge, hatter.

BANKRUPTS.

William Gravenor, Hatfield, Yorkshire, farmer. [Raynes, Bawtry.
J. Davis, Birmingham, licensed victualler. [Smith, Staple Inn.
W. Husler, Leeds, stone mason. [Battye, Fisher, and Sudlow, Chancery-lane.
H. Rumley, Bristol, builder. [Blower and Vizard, Lincoln's Inn-fields.
Wm. and Colin Mather and J. T. Newstead, Manchester and Salford, ironfounders. [Adlington, Gregory, Faulkner, and Follett, Bedford-row.

DIVIDENDS.

Jan. 16, J. Finleyson, Union-place, New-road, colour-manufacturer—Jan. 19, J. Southam, Tiliotson-place, Waterloo-road, boarding-house-keeper—Jan. 16, G. T. Ferrers, King-street, Hammersmith, and Great Pulteny-street, Golden-square, bedding manufacturer—Jan. 18, W. Wood, Gravesend, carpenter—Jan. 18, H. Cooke and J. Herbert, Birchin-lane, merchants—Jan. 18, J. Standen, Grosvenor-street, victualler—Jan. 18, J. Walton, Newcastle-upon-Tyne, stationer—Jan. 16, S. H. Vinson and W. Shoults, Maze, Southwark, and Tower-street, carpenters—Jan. 16, C. Barry, Jermyn-street, St. James's, surgeon—Jan. 16, R. Goodhugh, Glasshouse-street, St. James's, fishmonger—Jan. 16, R. Blair, Hook, Surrey, coal dealer—Jan. 19, W. Tate, Chorley, Lancashire, cotton manufacturer—Jan. 20, J. Gray, sen., Manchester, paper manufacturer—Jan. 18, J. S. Robertson and J. Todd, Manchester and Oldham, linen manufacturers—Feb. 1, J. Llewellyn, Carmarthen, draper—April 26, S. P. Lewis, Carmarthen, draper—Jan. 17, T. Clark, Bristol, woollen draper—Jan. 23, B. Heighington, Darlington, Durham, wine merchant—Jan. 16, J. Clarbour, Sheffield, tea-dealer—Jan. 19, J. Anderton, Bradford, Yorkshire, dyer—Feb. 5, H. and J. Gledhill, Stansfield, Yorkshire, cotton manufacturers.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Jan. 16.

S. Stuart, Pall-mall, milliner—J. Rawlins, Curtain-road, Shoreditch, dealer in building materials—J. Loosemore, Tiverton, Devonshire, scrivener—J. Tayler, Holborn, carpet dealer—S. Hewitt and T. Weatherby, Manchester, and Handforth, Cheshire, calico printers—H. Silvester, Birmingham, florentine-button maker—J. Heaword, Stockport, Cheshire, cotton manufacturer.

Friday, December 29.

INSOLVENT.

Dec. 28.—T. and J. Skelton, Gerrard-street, Soho, oilmen.

BANKRUPTCY ENLARGED.

David Boast, London-road, Surrey, chemist, from Jan. 2 to Feb. 2.

BANKRUPTS.

C. Dorrington Digswell-hill, Hertfordshire, miller. [Neal, Threadneedle-street.
W. Charleton and J. H. Reddell, Commercial-road East, white-lead-manufacturers. [Ling and Harrison, Bloomsbury-square. [Strand.
S. Piggins, jun., Cambridge, common-brewer. [Lythgoe and Martin, Essex-street,
R. Aman, Northampton, cabinet-maker. [Lewis and Lewis, Ely-place.
J. J. T. Hayward, Stroud, Gloucestershire, common-brewer. [Shearman, South-square, Gray's-Inn.
J. Teasdale, Bolton-le-Moors, Lancashire, road-contractor. [Barker, Gray's Inn-sq.
S. Burke, Liverpool, coal-agent. [Raynes, Norfolk-street, Strand.
W. Bowmas, Wortley, Yorkshire, cloth-manufacturer. [Battye, Fisher, and Sudlow, Chancery-lane.
E. and C. Haines, Gloucester, linendrapers. [Jones, Crosby-square.
C. B. Blake, Woolpit, Suffolk, innkeeper. [Chilton, Chancery-lane.

DIVIDENDS.

Jan. 19, N. Kirwan, Richas-court, Lime-street, merchant—Jan. 20, B. W. Pike, New Gloucester-place, Hoxton, fancy paper stainer—Jan. 20, C. L. Birch, Great Queen-street, Lincoln's Inn-fields, coach-maker—Jan. 19, W. Kenworth, Quick, Yorkshire, cotton-manufacturer—Jan. 19, J. Ward, Greta-bridge, Yorkshire, innkeeper—Jan. 20, J. Smith, Bristol, merchant.

CERTIFICATES to be granted, unless cause be shown to the contrary on or before Jan. 19.

D. Haslehurst and H. Basen, sen., Unston, Derbyshire, colliers—J. Goff, Liverpool, grocer—R. Barker, Manchester, druggist—J. Catt, Tunbridge Wells, smith—A. Wildeboer and J. Kuck, London street, Fenchurch-street, merchants—J. Clark, Keppell-street Bloomsbury, dentist—T. Daniell, Trelyssick, Cornwall. copper-smelter—J. Bentley, Cheapside, warehouseman.

COMMERCIAL INTELLIGENCE.

THE COLONIAL MARKETS.—The market for West India sugars being closed until Tuesday next, there is no business to report; it is expected to open with a good demand, as the stock continues very short, and it is said that the town and country trade have but little in their hands.

Mauritius.—There are inquiries privately for these descriptions, and small parcels have been sold at the full rates of the last public sale.

EAST INDIA SUGARS.—The prices of Bengal are firmly supported, but the transactions are quite unimportant. Manilla is still held firmly, but not much business doing; the supply is limited.

Refined Sugars.—The market for refined goods remains very firm, and there is still very few goods ready for delivery; the demand from the grocers has been moderate, but they have again been compelled to pay rather higher prices; for lumps to pass the standard, 80s. have been paid. The sales for export have been trifling, at 38s. for fine crushed; Hambro' loaves, 82s. to 86s.; powder loaves, 78s. to 80s.; single loaves, 76s.; double refined goods, 95s. to 110s. per cwt.

COFFEES.—There has been no public sales of this commodity, and by private treaty no business has transpired. West India is but little inquired for, but the holders are not anxious to sell. Ceylon remains nominal in value, there being no buyers at the late quotations. Mocha continues to be held firmly for late prices.

TEAS.—At the private sales more than half the tea brought forward has now passed the hammer; there has been but little animation displayed on the part of the buyers, the finest Congous have brought a slight advance upon the rates of the previous sale, and Boheas a considerable one; these are the only descriptions that exhibit any improvement; low Congous ruled at 1s. 6½d. to 1s. 7½d.; Twankey's, 1s. 10d. to 1s. 11d. per lb.

HOPS.—This market continues dull, but prices have not given way—the finest descriptions of Kent and Sussex are the most inquired for; Kent Pockets are quoted at 7os. to 95s.; choice, 112s. to 126s.; Sussex, 75s. to 80s.; East Kent Bags, 80s. to 126s. per cwt.

TALLOW.—There has not been much business done in this market since our last, but the stock is small, and the holders are firm; prices may be quoted 3d. to 6d. per cwt. higher, ruling from 45s. 6d. to 46s. per cwt. For forward delivery no sales worthy of remark have been made.

SPIRITS.—The rum market continues very firm, and full former rates have been paid. In the brandy market there has been scarcely any business stirring, but the prices remain as before quoted. An extensive seizure has been made within the last few days on the river Thames, of contraband brandy and Geneva; the quantity is 518 kegs, a good many of which contained the best French brandy, and have been deposited in the Queen's warehouse at the Custom House. The value of the liquor is estimated at 2300*l.* This seizure has created a great sensation in the trade.

CORN EXCHANGE, December 29, 1837.

Wheat	p. Qr. 40s to 61s	Malt	p. Qr. 50s to 60s	Oats	p. Qr. 19s to 29s
Rye	30s to 32s	Peas	31s to 40s	Bran	10s to 11s
Barley	26s to 33s	Beans	38s to 40s	Pollard	14s to 20s

AVERAGE PRICE OF GRAIN, per Quarter.

Wheat	Barley	Oats	Rye	Beans	Peas
53s. 2d.	29s. 3d.	20s. 5d.	28s. 0d.	34s. 5d.	33s. 10d.

AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.

53s. 3d.	29s. 8d.	20s. 10d.	29s. 4d.	36s. 1d.	34s. 9d.

DUTY ON FOREIGN CORN.

33s. 8d.	18s. 4d.	16s. 9d.	25s. 9d.	15s. 6d.	18s. 3d.

Duties on Grains from British Possessions out of Europe.

5s. 0d.	2s. 6d.	2s. 0d.	3s. 0d.	3s. 0d.	3s 0d.

FLOUR, per Sack.

Town made	50s to 53s	Essex & Suffolk, on board	40s to 45s
Seconds	43s to 48s	Norfolk and Stockton	40s to 42s

PRICES OF SEEDS.

Linseed	48s to 56s	Coriander Seed	9s to 11s per Cwt.
Ditto Cake	12*l* 12s per 1000	Clover Seed	red 55s to 70s do
Rapeseed	27*l* to 30*l* per Last	Ditto	white 55s to 70s do.
Ditto Cake	5*l* 5s per ton	Mustard Seed	10s to 13s per Bus.
Carraway Seed	40s to 46s per Cwt.	Ditto	brown 14s to 18s do.

SMITHFIELD, Friday, December 29.

To sink the offal—per 8lb.

Beef	3s. 4d.	4s. 0d.	4s. 8d.	Veal	4s.	4s. 0s.	0d. 6s. 0d
Best Down & Polled Mutton	4s.	8d.		Pork	4s.	8d. 5s.	0d. 5s. 6d

Head of Cattle this day—Beasts, 738; Sheep, 3580; Calves, 98; Pigs, 290.
Head of Cattle on Monday—Beasts, 1158; Sheep, 7,900; Calves, 3; Pigs, 35.

NEWGATE AND LEADENHALL.—By the Carcase.

Beef	3s.	0d.	3s.	8d.	4s.	2d.	Veal	3s. 8d.	4s. 8d. 5s. 6d
Mutton	2s.	10d.	3s.	6d.	4s.	0d.	Pork	4s. 0d.	5s. 0d. 5s. 6d

ROMFORD.

Oxen	3s.	4d.	4s.	0d.	Lambs	0s.	0d. 0s. 0d.
Cows and Heifer	2s.	0d.	3s.	0d.	Calves	4s.	0d. 5s. 0d.
Sheep	3s.	6d.	4s.	4d.	Pigs	4s.	4d. 4s. 8d.

BARK.

	£	s.	£	s.		£	s. £ s.
English Oak (load)	15	0	to 17	0	Mimosa (per ton)	12	0 to 14 0
Foreign (per ton)	6	0	.. 7	0	Valonia	14	0 .. 18 0
New S. W.	7	0	.. 0	0			

GOLD AND SILVER.

Foreign Gold in Bars (standard)	per oz.	£3	17 9
Foreign Gold in Coin, Spanish Doubloons		3	14 0
.. .. ..	20 Franc pieces	3	16 2½
New Dollars		0	4 9½
Silver in Bars (standard)		0	4 11½

METEOROLOGICAL JOURNAL, 1837.

Day	Thermometer.	Barometer	Day	Thermometer.	Barometer.
Thursd. 21	from 35 to 44	29,75 to 30,21	Monday 25	42 .. 55	29,69 .. 29,86
Friday.. 22	35 .. 51	30,02 . 29,87	Tuesday 26	34 .. 50	29,87 .. 29,80
Saturd. 23	40 .. 61	29,78 .. 29,89	Wednes. 27	39 .. 47	29,73 .. 29,76
Sunday 24	39 .. 53	29,89 .. 29,81			

Winds S.W. and S.E. Except the 25th generally cloudy, with frequent rain; remarkably mild on the 22d and four following days.
Rain fallen ,075 of an inch.

Edmonton. CHARLES HENRY ADAMS.

PURCHASES OF BLACK TIN AT REDRUTH,

Dec. 19.

Purchasers.	Mines.	Tons	Total.	Price. £ s. d.	Each parcel £ s. d.	Total Amount. £ s. d.
Treloweth & Carvedrass Houses.	Charlestown U. M.	20¼		47 15 0	966 18 9	
	...	6½		45 10 0	307 2 6	
	....	3		39 15 0	119 5 0	
—	Wheal Kitty	32		45 0 0	1440 0 0	
—	....	10		44 17 6	448 15 0	
—	....	11		43 17 6	482 12 6	
—	....	7		43 17 6	307 2 6	
—	Polgooth Mines	1½		41 15 0	46 19 4	
—	St. Austel Hills	5½		46 15 0	257 2 6	
—	....	8		46 5 0	370 0 0	
—	St. Enoder Consols	3¼		43 7 6	140 19 4	
—	South Polgooth	½		38 15 0	29 1 3	
—	Wheal Pye	1¼		29 0 0	43 15 0	
			109			4959 13 8
Trelissick House.	Wheal Budnick	8		46 15 0	374 0 0	
	Carnon	2¼		54 0 0	135 0 0	
			10¼			509 0 0
Chyandour, Angarrack, & Calenick Houses.	Charlestown U. M.	30		48 2 6	1443 15 0	
	Bottle Hill	21		41 5 6	945 0 0	
	....	2¼		10 2 6	22 15 7	
	St. Austel Hills	1½		41 10 0	62 5 0	
—	Poldice	1		26 10 0	26 10 0	
—	....	8		41 12 6	333 0 0	
—	St. Enoder Consols	4		47 7 6	189 10 0	
—	South Polgooth	3¾		45 7 6	170 3 1	
—	Wheal Pye	1¾		43 17 6	76 15 7	
			73¾			3269 14 3
Trethellan House.	Charlestown U. M.	2		44 2 6	88 5 0	
	Polgooth	25		47 7 6	1184 7 6	
—	...	1¼		41 15 0	46 19 4½	
—	Wheal Budnick	8		56 5 0	450 0 0	
—	....	5		48 7 6	241 17 6	
—	Poldice	¾		35 0 0	17 10 0	
—	St. Enoder Consols	1		....	32 10 0	
—	Carnon	4¼		60 12 6	272 16 3	
—	Friendly Mine	1¼		40 17 6	51 1 10	
			48¾			2385 7 5
			241¾			11123 15 4

PURCHASES OF COPPER ORES AT REDRUTH,

December 21.

Purchasers.	Mines	Tons	Total.	Price. £ s. d.	Amount. £ s. d.	Total Amount. £ s. d.
1. English Copper Co.	Copper Bottom	..	17⅛	2 16 0	....	49 8 9
2. Vivian & Sons.	Tresavean	75		5 18 6	444 7 6	
	.	20		3 16 6	76 10 0	
	....	53		3 13 0	193 9 0	
—	Fowey Consols	36½		5 15 0	208 18 4	
—	....	29½		3 12 0	105 12 0	
—	....	85		4 3 0	352 15 0	
—	....	23½		5 10 6	128 18 4	
—	Copper Bottom	17½		2 16 6	49 8 9	
—	....	10		3 1 0	30 1 0	
—	Tingtang	8		2 5 6	18 4 0	
			357¼			1608 3 11
3. Freeman & Co.	Fowey Consols	147		5 10 6	646 8 6	
	....	36½		5 15 0	208 18 4	
—	....	29½		3 12 0	105 12 0	
—	....	23½		5 10 6	128 18 4	
—	Godolphin	33½		5 16 0	199 6 0	
—	Duffield Mines	30		9 14 0	291 0 0	
—	....	43		5 15 0	247 5 0	
—	Wheal Damsel	5½		2 9 6	13 12 3	
			318			1841 6 5
4. Crown Copper Co.	Wheal Gorland	73		6 7 6	465 7 6	
	....	30		10 3 0	304 10 0	
—	Duffield	30		9 14 0	291 0 0	
—	Wheal Damsel	45		5 18 6	265 12 6	
—	Cardrew Consols	51		4 14 0	239 14 0	
—	Redruth United	12		4 9 6	53 14 0	
			241			4619 18 0
5. Nevill, Sims, Druce, and Co.	Tresavean	104		8 11 6	891 16 0	
	....	86		7 7 0	632 2 0	
	....	64		6 5 6	401 12 0	
—	Godolphin	33½		5 16 0	199 6 0	
—	Trethellan	70		4 0 6	281 15 0	
—	....	5½		2 9 6	13 12 3	
			363			2420 3 3
6. Williams, Foster & Co.	Tresavean	20		3 16 6	76 10 0	
	Fowey Consols	36½		5 15 0	208 18 4	
—	....	29½		3 12 0	105 12 0	
—	....	23½		5 10 6	128 18 4	
—	Godolphin	68		8 7 6	569 10 0	
			177			1089 8 8
7 Vigurs & Co	Tresavean	72		3 17 0	277 4 0	
—	.. ..	20		3 16 6	76 10 0	
—	Copper Bottom	25		5 9 0	136 5 0	
			117			489 19 0
			1591			9118 2 0

SALE OF COPPER ORES AT SWANSEA,

Sampled Dec. 5, and sold at Swansea, Dec. 27.

Mines	Tons	Produce	Stand.	Price	Mines	Tons	Produce	Stand	Price
Chili	82	19¾	94¼	16 9 6	Cobre	89	13¾	99¾	11 5 6
ditto	74	20½	92½	16 10 6	ditto	45	22½	90⅔	18 16 6
ditto	61	21	92¼	17 3 6	ditto	71	20	94½	16 13 6
ditto	51	19¾	94½	16 6 6	Tigrony	82	7	109½	5 8 6
ditto	16	27½	89	22 11 6	ditto	80	7¼	108	5 17 0
ditto	62	39	88¾	32 4 6	ditto	33	7¾	107	6 3 6
ditto	12	19	94¼	15 13 6	Ballymurta	46	5¼	120	4 1 0
ditto	60	21½	93¾	17 18 6	ditto	44	4½	126½	3 9 0
Knockmah	135	12	99¼	9 14 0	ditto	40	5	120¾	3 15 6
ditto	126	12¾	98¼	10 3 6	Llandidno	60	11¼	102½	9 5 0
ditto	70	10¾	100⅓	8 14 0	ditto	53	13¾	99¼	11 8 6
ditto	53	9	104¼	7 2 6	Allihies	97	11¾	101¼	9 3 6
Cobre	114	14¼	99¾	11 15 6	Lackamore	19	14¾	99¾	12 5 0

TOTAL PRODUCE.

Chili	418	£8076	16	0	Ballymurtagh	130	489	2	0
Knockmahon	384	3578	3	6	Llandidno	113	1160	10	6
Cobre	319	4376	17	6	Allihies	97	889	19	6
Tigrony	195	1116	12	6	Lackamore	19	232	15	0

Copper ore for sale January the 17th.—Chili 39, ditto, 38, ditto 22, ditto 22, ditto 51, ditto 51, ditto 50, ditto 42, ditto 72, ditto 94, ditto 44, ditto 24.—Cobre 94, ditto 91, ditto 61, ditto 80, ditto 47, ditto 28, ditto 40.—Ballymurtagh 81, ditto 57, ditto 51.—Norway, 97, ditto 37, ditto 5.—Valparaiso 57, ditto 18, ditto 54—Knockmahon 106—Drws-y-coed 60, ditto 43—Llanberris 31—Connorre 8—Dolfrwynog 5, ditto 3, ditto 2.—Total, 1715.

SALE OF COPPER ORES AT REDRUTH.

Sampled, Dec. 13, and Sold at Andrew's Hotel, Redruth, Dec. 28.

Mines	Tons	Price £ s. d.	Purchaser	Mines	Tons	Price £ s. d.	Purchaser
United	112	5 6 6	Williams.	Gt. St. Geo.	79	3 1 6	Vivians.
ditto	97	5 4 6	Nevill & Co.	ditto	65	4 9 0	Nevill & Co.
ditto	90	6 14 6	Williams.	ditto	60	6 2 6	Vivians.
ditto	89	7 12 0	——	ditto	57	3 8 6	Nevill & Co.
ditto	86	8 1 6	——	ditto	53	3 12 0	Vivians.
ditto	78	7 9 6	Vivians.	ditto	41	3 8 6	Nevill & Co.
ditto	77	8 1 6	Williams.	ditto	37	9 14 6	Williams.
ditto	67	5 0 6	Nevill & Co.	ditto	32	4 6 0	Vivians.
ditto	61	5 1 6	Williams.	ditto	29	1 4 6	Williams.
ditto	53	8 2 6	Vivians.	ditto	17	6 12 6	Vivians.
Consolidat	117	6 8 6	Williams.	Fow. Con.	96	5 0 6	Nevill & Co.
ditto	85	4 16 0	Vigurs & Co.	ditto	92	5 17 6	Williams.
ditto	78	6 1 6	Freemans.	ditto	87	6 0 6	——
ditto	75	4 1 0	Williams.	Carn Brea	97	5 12 6	Nevill & Co.
ditto	66	9 4 6	Freemans.	ditto	93	4 10 6	——
ditto	64	7 12 6	Williams.	ditto	42	10 17 6	Williams.
ditto	61	10 0 6	Vivians.	W. Liberty	27	0 18 0	Vivians.
ditto	54	6 4 6	Williams.				

TOTAL PRODUCE.

United Mines	810 tons	£5361	0	6	Fowey Consols	275 tons	£1547	1	
Consolidated	600	3981	17	0	Carn Brea	232	1423	4	6
Great St. George	470	2071	14	0	Wheal Liberty	27	24	6	

Average standard, 107*l.* 18s.—Average produce, 8¼.—Average price, 6*l.* 0s. 0d.—Quantity of ore, 2414.—Quantity of fine copper, 195 tons 1 cwt.—Amount of money, 14,409*l.* 3s. 0d.—Average standard of last sale, 107*l.* 7s.—Produce, 7½.

Copper ore for sale Thursday next, at Andrew's Hotel, Redruth. Mines and Parcels.—Consols Mines, 968; North Roskear, 732; South Roskear, Wheal Chance, and Wheal Gerry, 416; East Wheal Crofty, Longclose, and Dudnance, 371; United Hills, 267; Fowey Consols, 261; Dolcoath, 200; South Wheal Basset, 198; Tincroft, 193; Wheal Charlotte, 160; South Towan, 149; East Pool, 123; Wheal Susan, 58; Wheal Vyvyan, 47; Wheal Sparrow, 27; Wheal Liverpool, 21.—Total, 4131.

This week's sampling is not yet complete.—Thursday morning, Dec. 28.

PRICES OF MATERIALS IN CORNWALL.

AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	7 & 8. 9 & 10				7 & 8. 9 & 10	
	7s 6d		9s 6d		14s d	14s 6d
Common iron, per cwt.				Ditto machine		
Half-inch square ditto, and five-eighths	11	0	10 6	Iron-wire ditto	3 2	3 2
Best tough whim chain	32	0	32 0	Iron-wire work, per foot.	1 6	1 8
Boiler plates	16	0	16 0	Board nails, per cwt.	20 0	21 0
Hoop iron	13	0	13 0	Half-board ditto, per 1000	4 9	5 9
Nail rods	9	6	9 6	Hatch ditto	3 7	4 0
Miners' shovels	36	0	36 0	Half-hatch ditto	3 2	3 4
Charcoal iron	13	6	13 6	Linseed oil, per gallon	4 0	3 3
Gunpowder, per 100 lbs.	42	0	42 0	Rape ditto	3 9	3 9
Leather, per lb.	2	1	2 1	Birch, per foot	1 6	1 7
Coals, per ton, at quay	14	6	14 6	Pine,	1 7	1 6
Candles, per dozen lbs.	5	2	4 9	Sheet lead, per cwt.	24 0	24 0
Tallow, per cwt.	42	8	41 6	Barrow bends	9 6	9 6
Ropes	36	0	36 0	H 2 steel (112lbs.)	32 0	32 0
Flat ropes	38	0	38 0	2s. nails	21	21 0
Hemp	0	4	0 4	Pick hilts	1 5	1 5
White yarn, per lb.	0	4½	0 4½	Shovel hilts	2 0	2 0
White rope	0	4½	0 4½	White ground lead		34 0
Brass-wire sieves, each	4	8	4 8	Red lead		

*** The figures at the top of the columns refer to months—as 7 July, 8 August &

PRICES OF SHARES AT BIRMINGHAM.

Banking Companies.	£	s.	£	s.	d.
Birming. Banking Co.	10	0	19	0	0
Birmingham & Midland	5	0	5	0	0
Birming. Town & Dist.	5	0	5	12	6
Commer. Bank of Engl.	5	0	4	12	6
Dudley & Westbromw.	5	0	8	2	6
Gloucestershire	10	0	19	5	0
Liverpool	10	0	22	2	6
London & Westminster	20	0	19	10	0
Manches. & Liver. Dis.	15	0	19	2	6
Bank of Manchester	25	0	25	0	0
Northern and Central	10	0	2	15	0
National Provincial	35	0	32	0	0
Stourbridge & Kidderm.	7	10	11	15	0
Walsall & S. Staffordsh.	5	0	5	7	6
Warwick & Leamington	5	0	7	12	6
Wolverhampton	5	0	10	10	0
Derby	10	0	11	15	0
Leicester	15	0	26	0	0
Coventry Union	5	0	4	12	6
Coventry & Warwicksh.	5	0	13	0	0
Railways.					
London & Birmingham	90	0	152	0	0
Ditto quarter shares	5	0	22	15	0
Grand Junction	90	0	210	0	0
Great Western	55	0	65	0	0
Birmingham & Derby	20	0	12	15	0
Birming. & Gloucester	12	10	2	15	0
Manchester & Liverp.	100	0	200	0	0
Ditto quarter shares	25	0	50	10	0
Midland Counties	10	0	0	0	0
North Midland	25	0	25	0	0
Leeds and Manchester	20	0	20	5	0
London Grand Junction	5	0	2	12	6
Eastern Counties	3	0		17	6
Great North of England	7	0	0	0	0
Birmingham, Bristol, & Thames Junction	3	0	0	5	0
Bristol and Exeter	5	0	0	10	0
Chelten. & Gt. Western	7	10	2	0	0
London & Greenwich	20	0	14	0	0
London & Southampton	45	0	35	0	0
London and Croydon	5	0	12	0	0
South-Eastern	7	0	3	0	0
Dudley & Wolverhamp.	2	10	1	17	0
Canals.					
Birmingham	79	5	220	0	0
Birming. & Liver. Junct.	100	0	26	15	0
Coventry	—	—	730	0	0
Dudley	100	0	84	0	0

Canals.	£	s.	£	s.	d
Derby	100	0	133	0	0
Grand Junction	100	0	205	0	0
Leeds and Liverpool	100	0	590	0	0
Stourbridge	145	0	330	0	0
Stratford-on-Avon	79	10	42	0	0
Trent and Mersey	50	0	560	0	0
Leicester & Northamp.	83	10	88	0	0
Leicester	140	0	225	0	0
Loughborough	142	17	190	0	0
Regent's, or London	33	15	16	10	0
Shropshire	125	0	138	0	0
Staffords. & Worcesters.	140	0	705	0	0
Shrewsbury	125	0	280	0	0
Ashby-de-la-Zouch	113	0	65	0	0
Warwick and Napton	100	0	200	0	0
Warwick & Birmingh.	100	0	285	0	0
Worcester & Birmingh.	78	8	80	0	
Gas Companies.					
Birmingham	50	0	92	10	0
Do. and Staffordshire	50	0	72	10	0
Birming. Equitable Gas	1	10	0	0	0
Coventry	25	0	25	0	0
Dudley	20	0	21	10	0
Liverpool	242	18	310	0	0
Warwick	50	0	50	0	0
Wolverhampton	20	0	45	0	0
Water Works.					
Birmingh. Water Works	25	0	20	10	0
Liverpool Bootle	220	0	326	0	0
Manchester and Salford	46	15	53	10	0
Miscellaneous.					
Anti-Dry Rot	17	10	14	0	0
Birm. Plate & Crwn Glass	3	0	1	5	0
Birmingham Cemetery	9	0	9	0	
New Union Mill	1	0	1	5	0
Old Union Mill	1	0	5	12	0
Broad-street Brewery	25	0	30	0	0
British Alkali	25	0	30	5	0
British Rock & Pat. Salt	35	0	0	0	0
District Steel	10	0	5	0	0
Droitwich Salt	25	0	12	10	0
Gen. Steam Navigation	13	0	22	5	0
Warstone-lane Brewery	5	0	3	0	0
British Iron	50	0	37	0	0
District Fire Office	2	0	1	15	0
Birmingham Fire Office	220	0	430	0	0
Van Dieman's Land Co.	17	0	10	10	0
Canada Company	24	0	33	0	0
Australian Agricultural	27	10	35	0	0

PRICES OF SHARES AT LIVERPOOL.

	£	s.	d.		£	s.	d.
Liverp. & Manch. Railway	100	197	0	0	Stockton and Darlington	100			
Ditto Quarters	25	47	10	0	Liverp. & Har. W. Works		450	0	0
Ditto New Halves	20	36	0	0	Bootle ditto		312	0	0
Manchest., Bolton, & Bury Railway and Canal	78	58	0	0	Liverpool Coal Gas		355	0	0
Bolton and Leigh ditto	100	0	0	0	Liverpool New Gas & Coke Company	100	196	0	0
Warrington & Newton do.	100	179	0	0	New Shares	90	176	0	0
Kenyon and Leigh ditto	100	125	0	0	Exchange Buildings		161	0	0
Wigan Branch ditto	100

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Bank Stock, 8 per Cent.	205 3½	....	203½ 3	203½	205	204½ 5
3 per Cent. Red. Anns.	91¼ 90⅞	....	91 90½	90½ 1	90⅝ ⅛	91¼
3 per Cent. Consols	...	....	...	...	...	...
3½ per Cent. Anns. 1818.	...	....	99⅝ ¾	99⅝	99⅝	99⅝
3 per Cent. Anns. 1726.	...	....	...	...	...	...
3½ per Cent. Red. Anns.	99⅛ 8	....	98½ 7½	97⅞ 8½	98⅛	98⅛ ⅜
New 3½ per Cent. Anns.	100½ 99½	....	100 99½	99½ ⅜	99½ 100½	99½ ⅜
New 5 per Cent.	...	....	...	...	...	...
Long Anns. 1859.	14⅜	....	14⅜	14⅜	14⅜	14⅜
Anns. for 30 Years 1859.	14⅜	....	14⅜	14⅜	14⅜	....
Ditto 1860.	....	....	...	...	...	....
India Stock, 10½ per Cent.	....	....	...	104	....	....
South Sea Stock, 3½ per Cent.	....	....	89⅞	....	....	....
Ditto Old Ann. 3 per Cent.	....	....	...	....	....	....
Ditto New Ann. 3 per Cent.	....	....	...	....	....	....
3 per Cent. Anns. 1751	....	....	...	....	....	....
India Bonds, 4 per Cent.	28 26 p	....	26 24 p	23 26 p	24 27 p	25 27 p
Exchequer Bills, 2½d. £1000.	45 47	....	45 47	46 44	44 46	44 46
Ditto £500.	45 47	....	45 47	46 44	44 46	....
Ditto Small.	45 48	....	48 46	47 45	44 47	45 47
Ditto Com.	....	....	...	...	...	...
3 p. Cent. Cons. for Op. Jan. 16	93¼ ⅛	....	91⅞ 2⅛	91⅞ 2⅛	92⅛ ⅛	92⅛ ⅛
India Stock for Ac. Jan. 18	265 6	....	266 4½	265¼ 4⅞	266	....
Bank Stock for Ac. Jan. 18	205 4	....	203¼ 4½	204½	...	....

BANK OF ENGLAND.—TRANSFER BOOKS.

	SHUT.			OPEN.		
3 per Cent. Consols	Friday,	Dec.	1, „	Tuesday,	Jan.	16, 1838
New 3½ per Cent.	Friday,	Dec.	1, „	Tuesday,	Jan	16, „
3 per Cent. 1726	Thursday,	Dec.	7, „	Thursday,	Jan.	11, „
New Five per Cent.	Wednes.	Dec.	6, „	Tuesday,	Jan.	9 „
Ann. for terms of Years	Wednes.	Dec.	6, „	Monday,	Jan.	22, „
East India Stock	Tuesday,	Dec.	5, „	Thursday,	Jan.	2, „
South Sea Stock	Friday,	Dec.	1, „	Friday,	Jan.	5, „
New South Sea Ann.	Thursday	Dec.	30, „	Tuesday,	Jan.	9, „
Annuities, 1751	Thursday	Dec.	30, „	Thursday,	Jan.	9, „

FOREIGN STOCKS.

	Saturday	Monday.	Tuesday.	Wednesday	Thursday.	Friday.
Austrian, 5 per Cent.	....	....	104½	....	104⅝	....
Belgian, 5 per Cent.	100	....	100 99⅞	100⅛ 99½	101	....
Brazilian	79½ 9	....	79	79½ 2½	72½ 5	74⅞ 3⅞
Ditto, 1829	....	....	.. ..	....	....	.. ..
Buenos Ayres, 6 per Cent.	....	....	....	....	....	....
Cuba, 6 per Cent.	....	....	....	....	....	....
Chilian, 6 per Cent.	....	....	....	....	....	....
Colombian, 6 per Cent.	21	....	....	21½ 1	....	....
Ditto, 1824, ditto	23⅜ ⅛	....	23¾ ⅛	23⅞ ⅜	22⅞ ¾	23⅛
Danish, 3 per Cent.	....	....	72	72½ 1½	72⅛	72⅛
Greek, 5 per Cent.	....	....	....	....	....	....
Ditto, 1825, 5 per Cent.	....	....	....	....	....	....
Mexican, 5 per Cent.	22⅛	....	....	....	....	....
Ditto, deferred do.	....	....	....	....	....	....
Ditto, 1825, 6 per Cent.	26	....	26	26	25⅞ 6	25⅛ ⅛
Ditto, def. do. 6. per Cent.	....	....	....	....	....	....
Neapolitan, 5 per Cent, 1824	....	....	....	....	....	....
Peruvian, 6 per Cent.	19	....	19 18½	....	19	....
Portuguese, 5 per Cent.	71⅛	....	....	66 5	65	65⅛
Ditto, New 5 per Cent.	29⅛	....	29⅛	29⅛ ⅛	30	30
Ditto, 3 per Cent.	19⅞ ⅛	....	19⅞ ⅛	19⅞ ⅛	19⅞ ⅛	20 19⅞
Prussian, 4 per Cent.	....	....	....	....	....	....
Russian, 1822, 5 per Cent.	....	....	110	108⅛ ⅛	110	....
Spanish, 5 per Cent. Consols	9⅜ ⅛	.. ..	19⅛	19⅛ ⅛	19⅛ ⅛	19⅜ ⅛
Ditto, Coupons . . Nov.	....	....	....	....	....	....
Ditto, passive	....	....	4⅛ ⅛	....	4⅛	4⅛
Ditto, deferred	6⅞ ⅛	....	6⅞	....	7	7 6⅞
Dutch, 2½ per Cent.	53⅛ 2⅛	....	53⅛ 2⅞	53 2⅞	53⅛ ⅛	53⅜ ⅛
Ditto, 5 per Cent.	100⅛ 99	....	100⅛ 99⅞	99⅞ 100	100⅛ ⅛	101 100⅞

FRENCH FUNDS.

	PARIS.					LONDON.		
	Dec 21.	Dec. 25.	Dec 26.	Dec 27	Dec 28	Dec 25	Dec 26	Dec 29.
5 per Cent. Ann.	107f.65c.	....	107f.85c.	107f. 5c.	.. ..	....	....	....
Ex. on Lond. 1 m.h.	25f.47½c.	....	25f.47½c.	25f.47½c.	....	....	....	....
ditto 3 mths.	25f. 30c.	....	25f.27½c.	25f.27½c.	....	....	....	....
4½ per Cent. Ann.								
Exchange								
4 per Cent. Ann.	101f.15c.	....	101f.	101f.10c.	....	....	....	....
Exchange								
3 per cent.	78f. 85c.	....	78f. 70c.	78f. 90c.	....	....	....	....
Exchange								
Bank Shares	2259f.	....	2600f.	2587f.	....	....	....	....

IRISH FUNDS,

DEC. 28, 1837.

Bank Stock				Royal Canal Stock	33½
Governmen	Debentures	3½	per ct.	Patriotic Insurance	4½
Ditto Stock		3½	per ct.	Provin. Bank of Ireland	
Ditto New.		3½	per ct.	Hibernian Bank	23
Ditto ditto, reduced		4	per ct.	Grand Canal Stock	27½
Consols		3	per ct.	Mining Co. of Ire and	
City Debentures		4	per ct.	City of Dublin Steam Co.	
Exchequer Bills		2½d	per diem	Kingstown Railway	

AMERICAN FUNDS.

Redeemable.		London	America.	Redeemable.		London	America
New York 5	1845	90	103 5	Louisiana 5	1844, 7, 50, 2.	96½	
5	1846, 7			Mississipi	6 1861, 6, 71		
..	1850	90		INCORPORATED BANKS. Per Cent.			
Pennsylva.	1839, 40, 41..			United States	8 1836.	24 25	122
..	1845			Louisiana State	6 1870.	24	
..	1853, 4			Bank of Louisiana	8 1870.		
..	1856			N. Orleans, Canal & B. Co.		17	85
..	1858	92½ 3		City Bank			
..	1860, 62	93½		New York Life and Trust	5		
..	1865			Tenessee Planters	9	22	97 100
Maryland 6	1870	97		Mississippi..	10	22	97 100
Ohio	6 1850	98	112 14	Exchange at New York			111½12

COURSE OF EXCHANGE.

FRIDAY, DEC. 29, 1837.

	Prices printed	Prices negotiated on 'Change.				Prices Printed.	Prices negotiated on 'Change.	
Amsterdam	12 4½	12 3½	12 3½	12 3½	Seville	34	—	—
Ditto at Sight	12 2½	12 ⅜	12 ⅜	12 1	Gibraltar p. h. d.	46	—	—
Rotterdam	12 5	12 3½	12 3½	12 4	Leghorn	31½	31½	—
Antwerp	12 5½	12 4⅜	12 4⅜	12 4½	Genoa	26 15	26 2½	25
Hamburgh Mcs. B.	13 14	13 12½	13 —	—	Milan	31	—	—
Altona	13 14	— —	— —	—	Venice, p. 6 A. L.	46	—	—
Paris, 3 days' sight	25 75	25 62½	25 67½	25 67½	Naples	39	39½	39½
Ditto	25 95	25 85	25 87½	25 87½	Palermo	119 oz	119	119½
Marseilles	26 10	25 95	25 97½	— —	Lisbon	53½	53¼	53⅜
Frankfort on Main	153½	152⅜	—	—	Oporto	53⅜	54	—
Petersburg p. ruble	10	—	—	—	Rio Janeiro	29	—	—
Berlin .. cur. doll.	7 3	—	—	—	Bahia	25	—	—
Vienna eff .. fl.	10 13	10 11	10 12	10 12	Buenos Ayres	—	—	—
Trieste ditto	10 15	10 11	10 13	10 13	Dublin	1¼	—	—
Madrid	34⅜	34⅜	35⅛	— —	Cork	1¼	—	—
Cadiz	35	35	35⅛	— —	Madras	—	—	—
Bilboa	34	—	—	— —	Calcutta	—	—	—
Barcelona	34	—	—	— —				

PRICES OF METALS.

	£ s. d.		£ s. d.
COPPER, Brit.—Cake ton	92 0 0	IRON, Brit.—Pig, No. I ton	6 5 0
Tile do.	99 0 0	Bar ton	9 15 0 to 0 0 0
Sheets lb.	0 0 11	Do. Carg. in Wales	8 15 0
Bottoms do.	0 1 0	Bolts ton	10 0 0
Foreign—S. Am. (dy. 37s. cwt.) bd. ton		Nail Rods ton	10 10 0
TIN, Brit.—Blocks cwt	4 5 0	Hoops ton	11 5 0
Bars do.	4 7 0	Sheets, single ton	12 5 0
Plates, common I.C.	1 11 0 to 1 15 0	(Others in proportion.)	
to best, per I.X.	1 17 0 .. 2 1 0	Foreign—Swedes, cn. bd. ton	12 10 0
box. I.X.X	2 3 0 .. 2 7 0	for Steel, (var.	
Wasters of the above Mks. 3s. less, all others 6s. less.		Duty 30s. mks.) ton	16 0 0 to 35 0 0
(Others in proportion.)		per ton. Russian com. ton	13 0 0
Foreign—Banca, bd. cwt.	3 15 0	P.S.I. ton	15 0 0
duty 50s. Straits, bd. cwt.	3 12 0	C.C.N.D. ton	19 10 0
per cwt. Bars, .. bd. cwt.	3 18 0	STEEL, Brit.—Blistered, (various qualit.) ton	25 0 0 to 45 0 0
LEAD, Brit.—Pig ton	21 0 0	Shear do. do.	45 0 0 .. 84 0 0
Sheet ton	22 0 0	Cast do. do.	45 0 0 .. 84 0 0
Shot ton	24 0 0	Foreign—Swedes in kgs bd ton	17 0 0
Red ton	23 0 0	Duty 20 Do. Faggots bd. ton	18 0 0
White (dry) ton	20 0 0	per cent. Milan bd. ton	16 0 0
Do. (gd. in oil) ton	22 0 0	SPELTER, For.—Cakes (dy. 2l. p. ton,) .. bd. ton	15 10 0
Litharge ton	23 0 0	English Sheets	25 0 0
Foreign—Span. (dy. 40s. per ton) .. bd. ton	19 0 0	QUICKSILVER—(dy. 1d. per lb.) bd. lb.	0 3 6

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from Dec. 30 to Jan. 5.

	Satur.	Sunday.	Mond.	Tuesd.	Wedn.	Thurs.	Friday
Morning	3 44	4 33	11 58	0 37	1 20	2 9	2 57
Afternoon	4 8	4 58	— —	0 54	1 45	2 33	3 20

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	NAME OF COMPANY.	Amount of Shares	Amount paid.	Highest Price.	Lowest Price.	Price.
8,000	Albion Copper	5	3½	..	..	—
1,800	Arigna Iron & Coal Co.	50	35	12	12	12
4,000	Bissoe Bridge	5	4	2	1⅞	2
8,000	Blaenavon	20	1½	⅜	⅛	⅛
5,000	Boringdon Park	5	2	⅜	⅛	⅛
8,000	British Tin	5	1½	⅜	⅛	⅛
20,000	British Iron	50	50	35	33	35
6,000	British Copper	5	5	1⅜	1⅛	1⅛
100	Copper Bottom	..	41	130	125	130
6,000	Cornwall Great United	12	7	3	2½	2½ 3
500	Cornwall United	50	20	20	19½	20
10,000	DurhamCountyCoalCo.	50	21	..	..	—
4,000	East Cornwall Silver	5	2½	⅜	⅛	⅛ ⅛
2,000	East Cornwall Tin, &c.	6	6	5	5	5
5,000	East Wheal Brothers	20	..	..	..	—
2,560	East Wheal Strawberry	10	5½	2⅞	2⅜	2⅝
200	East Wheal Kitty	..	8½	7	..	6 6
4,000	English	25	12½	16	15	15
10,000	Hibernian	50	10½	1¼	1⅛	1¼
6,000	Hayle Consols	5	3	..	..	—
1,000	Holmbush	100	..	15½	15	15½
12,000	Kellewerris	5	1	⅜	¼	⅜
5,000	Dartmoor Consols	5	3	3	2⅝	2⅝ 3
20,000	Mining Co. of Ireland	25	7½	..	..	—
4,000	New South Hooe	5	1½	⅜	⅛	⅛
1,000	North Consolidated	16	16	⅜	⅛	⅛
8,000	North Cornwall	5	2	⅜	⅛	⅛
6,000	Perran Consols	5	2½	2⅜	2⅛	2⅛
3,000	Polberou Consols	10	10	3⅜	3⅛	3⅛
6,000	Polbreen	5	3	3⅜	3	3
5,000	Redmoor Consolidated	5	3½	5⅝	5⅛	5⅛
10,000	Rhymney Iron	50	30	23⅜	23⅛	23⅛
10,000	Redruth United	10	3½	⅜	⅛	⅛
10,000	Roche Rock	3	1½	..	..	—
16,000	Royal Irish	..	..	..	..	—
5,000	South Wheal Leisure	5	2	⅜	⅛	⅛
8,000	St. Hilary	2½	1½	⅜	⅛	⅛
6,000	Trevorgus	5	4	1⅜	1⅛	1⅛
4,000	Treleigh Consols	5	3½	2	2⅛	—
6,000	Tamar Consols	5	3	3½	3⅜	—
6,000	Tin Croft	10	6½	..	..	—
4,000	United Hills	5	5	13	12⅜	13
2,000	Wendron	8	8	5	4⅞	4⅞ 5
3,300	West Cork	50	50	..	..	—
5,000	Wheal Brothers	20	20	1⅛	1	1 1⅛
9,000	West Wheal Brothers	5	2	..	..	—
5,000	Wh. Harm. & Montague	10	8	3	2⅞	3
12,000	West Tresavean	5	1	⅜	⅛	⅛
6,000	Wicklow Copper	5	5	8	7⅝	7⅝ 8
3,840	West Wheal Jewel	5	4	1⅜	1⅛	1⅛
6,000	Wheal Gilbert	2	2	1⅜	1⅛	1⅛
800	Wherry Mine	9	5	7⅛	7	7⅛
400	Wheal Morgan	20	20	22	21	21¼ 22

FOREIGN MINES.

4,000	Alten Mining Company	15	12½	11¼	11⅛	11⅛ ⅛
10,000	Anglo Mexican Co.	100	100	3	3	3
3,374	Do. Subscription	25	25	3½	3	3½ 3
2,000	Bolanos	150	150	72½	72⅛	72⅜
10,000	Brazilian Imperial	35	20	20	19	19 20
10,000	Bolivar	20	20	..	..	—
10,000	Ditto Scrip	10	10	4	4	4
10,000	Cata Branca } Brazilian	10	6½	6⅝	6⅜	6½
10,000	Conceiçao.. } Co.	10	2	2⅜	2	2⅛ ⅛
10,000	Candonga Mining Co.	20	7½	6⅞	6½	6⅞ ⅛
12,000	Cobre Copper Company	40	40	..	..	—
10,000	Colombian Co. regis.	55	55	..	..	—
1,500	Ditto, New	11	11	..	..	—
10,000	Copiapo Mining Co.	20	12½	11	11	11
20,000	General Mining Association	20	15	10	10	10
5,351	Mexican Company	60	55½	2	2	2
6,000	Mocaubas and Cocaes	25	23½	5	5	5
5,000	Minas Geraes	20	10	..	..	—
2,000	New Granada	10	4	..	..	—
1,920	Penoles	12	12	..	..	—
3,060	Ditto Subscription	5	1½	..	..	—
14,582	{ Real del Monte, regis.	54½	63½	1	1	1
	{ Do. unregistered	54½	..	14	14	14
	Ditto Loan Notes	150	150	122	122	122
2,500	Rio de Anori	..	3½	..	..	—
11,000	St. John d'el Rey	20	9	3½	3⅜	3⅜
30,000	United Mexican	40	40	1⅜	1⅛	1⅛
	Red New Scrip	..	5	2⅜	2⅛	2⅛
	Black Scrip	..	5	3½	3⅛	3⅛
5,000	Union Gold	..	9½	..	..	—
14,000	Zacatecas Mining Co.	½	½	..	..	—

RAILWAYS.

2,500	Aylesbury	20	1	..	..	—
6,000	Birmingham and Derby	..	20	13½	21	12½ 13⅜
9,500	Birming. & Gloucester	..	12½	2⅜	2	2⅜ 2
7,500	Birm. Brist. & Th. Junc.	20	3	..	..	—
660	Bolton and Leigh	100	100	..	..	—
	Ditto ½ Shares	25	25	..	..	—
660	Bristol and Exeter	100	10	2⅜	2⅛	2⅛
600	Calcutta and Saugur	50	2	⅜	⅛	⅛
500	Cant. & Whitstbl.	50	50	..	..	—
350	Cheltenham	100	100	1⅜	1⅛	1⅛
7,500	Chelten. & Gt. Western	100	7½	1	⅞	1
14,000	Cheit. Oxford and Tring	100	5	..	..	—
3,000	Clarence	100	100	30	30	30
12,000	Commercial Blackwall	50	2	..	..	—
1,800	Crom. and Peak For... Dublin and Kingston..	100	100	..	..	—
		..	60	..	..	—
8,000	Dublin and Kilkenny..	100	2½	⅜	⅛	⅛
800	Durham Junction	100	70	..	..	—
7,500	Durham S. W. Junction	20	3	..	..	—
60,000	Eastern Counties	25	3	1⅛	1	1⅛
5,000	Edinb. Leith & Newha.	20	5	¼	⅛	⅛
13,000	Edinburgh & Glasgow	50	2	..	..	—
2,500	Forest of Dean	50	50	..	..	—
2,800	Glasgow & Falkirk Jun.	50	3	..	..	—
10,400	Grand Junction	100	90	181	180	181
	Great North of England	100	10	54	54	¼
	Great Northern	100	..	43½	103	40½ 43½
25,000	Great Western	100	25	67⅛	64½	64 7⅛
2,000	Hartlepool	100	100	..	..	—
8,000	Hull and Selby	50	10	5	5	5
250	Ken. & Leigh Junction	100	100	..	..	—
40,000	Kent Railway	50	2	..	..	—
2,100	Leeds and Selby	100	100	..	..	—
1,500	Leicester and Swaning.	50	50	..	..	—
5,100	Liverpool & Manchester	100	100	195	195	195
5,100	Do. ½ Shares	25	25	..	..	—
6,375	New Do.	25	25	..	..	—
12,000	London and Blackwall	50	3	⅜	⅛	⅛
	Ditto, Scrip	..	2	..	..	—
20,000	London and Greenwich	20	20	16	15	16 15
	Ditto Bonds	..	..	93	94⅜	94⅜ 5
25,000	London and Birmingh.	100	90	160	155	157 5
	Do. ½ Shares	..	5	27	24	24 7
	Do. Bonds	..	..	21	21	21
	London & Croydon Tr.	20	20	20	18	18 20
	Do. Scrip	..	2	8⅜	8⅛	8⅛
20,000	London & Southampton	50	50	37	36	36
	London & South., New	..	5	18	15½	15½ 18
36,000	Lond. & Brighton	50	5	4⅜	2⅞	2⅞ 4⅛
12,000	London Grand Junction	50	5	3	2⅞	—
2,000	Llanelly	100	35	..	..	—
14,000	Manchester and Chester	25	2	..	..	—
10,000	Manchester and Leeds	100	15	15½	15	15½ 15
10,000	Manchest. South Union	100	5	8⅛	8	8⅛
1,000	Manchester & Oldham	100	3	..	..	—
10,000	Manchester & Birming.	50	5	3⅜	3⅛	3⅛
10,000	Midland Counties	100	10	11⅛	11	11⅛
3,000	Newcastle and Carlisle	100	100	..	..	—
12,000	North Midland	..	25	25½	24	24 5½
12,000	Northern and Eastern	100	8	22	22	22
600	Preston and Longridge	..	2	..	..	—
2,600	Preston and Wyre	50	38	..	..	—
2,500	Preston and Wigan	..	20	..	..	—
1,500	Stanhope and Tyne	100	100	107	105	105 7
1,000	Stockton & Darlington	100	100	..	..	—
3,000	South Durham	50	2½	3	3	3
4,000	Sheffield & Rotherham	25	12½	..	..	—
28,000	South Eastern & Dover	..	7	3⅜	3⅛	3⅛
	South Midland	50	1	3	3	3
40,000	South Western (Steph.)	50	1	¼	⅛	⅛
24,000	S. Brig. Lewis & Newh.	50	2	..	..	—
9,000	Thames Haven	50	2½	..	..	—
6,660	Victoria	25	1	..	..	—
5,300	Warrington & Newton	100	100	..	..	—
1,400	Westminster & Greenw.	50	2	..	..	—
9,000	York & North Midland	50	5	⅛	⅛	⅛

PRICES OF SHARES.

MISCELLANEOUS.

No. of Shares.	NAME OF COMPANY.	Amount of Shares	Amount paid.	Highest Price.	Lowest Price.	Price.	Dividend per Ann.	Next Dividend Payable.
10,000	Anglo Mexican Mint	10	10	10	10	10		
10,000	Anti Dry Rot	..	17½	12⅞	12⅝	12⅝		
10,000	Australian Agricultur.	100	27½	3¼	3⅛	3⅛		
1,080	Auction Mart	50	50	..	..	—		
8,600	Brit. Rock & Patent Salt	50	35	12	12	12		
	British Annuity	50	50	..	..	—		
	British Alkali	..	25	30	30	30		
6,000	Brit. Americ. Land Co.	..	28	14	14	14		
20,000	Brit. Agricu. Loan Co.	100	5	..	..	—		
10,000	Canada Company	100	26	29½	29⅛	29½		
200,000	Upper Canada Bonds	..	..	99⅞	99½	99½		
	Carron Iron Company	250	..	..	..	—		
	City Bonds, 4 per cent	..	..	..	..	—		
	Central America (Land)	30	20	10⅛	10	10⅛		
75	Covent Garden Th. Rst	500	..	..	..	—		
5,000	Droitwich Patent Salt	25	..	..	..	—		
300	Drury Lane do.	500	..	..	..	—		
2,122	Do. Proprietors	100	..	..	..	—		
10,000	Edinbur. & Leith Glass	..	16	..	..	—		
2,500	Essex Marine Salt	20	6	..	..	—		
1,000	Equitable Discount So.	100	25	..	..	—		
15,000	General Steam Navig.	15	13	22	22	22		
2,100	Hungerford Market	100	..	..	..	—		
10,000	Irish Waste Land Co.	50	1	⅛	⅛	⅛		
2,000	Lon. Cm. Sal. Rms.	75	..	..	..	—		
8,000	Lond. Rever. Inter. So.	50	5	6	6	6		
1,800	London Corn Exchan.	..	..	25	25	25		
10,000	Mexican South Amer.	10	5	7	7	7		
	New Corn Ex.	..	37½	21¼	21¼	21½		
	New Brunswick (Land)	..	50	11	11	11		
10,000	Mexican, New	10	3	..	..	—		
12,000	Patent Purif. Sea Water	10	4	..	..	—		
10,000	Rio Doce	25	3	⅛	⅛	⅛		
2,754	Rever. Interest Society	100	100	125	125	125		
2,633	Ditto New	100	70	86	86	86		
220	S. Devon Shipping Co.	50	50	..	..	—		
2,000	Shotts Iron Foundry	..	38	..	..	—		
12,000	South Australian	25	2½	22	2⅜	2⅜		
10,000	Safety Carriage Co.	5	3	3⅛	3	3⅛		
4,000	Thames Tunnel	50	50	6	6	6		
10,000	Van Dieman's Land	100	17	10⅛	10⅛	10⅛		

CANALS.

No. of Shares.	NAME OF COMPANY.	Amount of Shares	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable.
1,760	Ashton and Oldham	98	98	133	7	Mar.
1,482	Ashby-de-la-Zouch	113	113	65	4	Oct.
720	Barnsley	100	160	245	13	Jan.
1,260	Basingstoke	100	100	..	..	—
1,005	Brecknock & Abergav.	150	150	5	5	Jan.
8,000	Birming. 1-16th Share	79⅜	79⅜	220	9½	June
4,000	Do. & Liverpool Junct.	125	100	26	..	—
477	Bolton and Bury	250	250	..	6	Jan.
600	Bridgwater & Taunton	100	100	..	..	—
400	Chelmer & Blackwater	100	100	102	4	Jan.
16,000	Carlisle	..	21¼	..	..	—
500	Coventry	100	100	700	48	Nov.
1,500	Chesterfield	..	..	..	..	—
460	Cromford	100	100	340	17	Jan.
4,546	Croydon	31½	31½	..	..	—
11,810	Do. Bonds	..	..	..	5	Oct.
20,000	Danube and Mayne	41½	34	36	..	—
2,060⅔	Dudley	100	100	83	4	Sept.
600	Derby	100	100	133	7	Jan.
3,575⅔	Ellesmere & Chester	133	133	77	3	Sept.
231	Erewash	100	100	700	46	Oct.
1,297	Forth and Clyde	400	400	610	28	Jan.
11,600	Grand Junction	100	100	225	12	June
2,849½	Grand Union	100	10	25	1	Oct.
1,500	Grand Surrey	100	100	..	..	Sept.
120,000	Do. (optional) Loan	100	100	70	4	Dec.
3,096	Grand Western	100	100	..	..	—
600	Glamorganshire	172½	172½	..	13½	Sept.
1,960	Gloucester & Berkley	100	100	..	..	—
269	Do. (optional) Notes	60	60	..	..	—
749	Grantham	150	150	202	10	May
6,238	Huddersfield	57½	57½	37	2	Sept.
100	Kensington	100	100	10	..	—
25,328	K